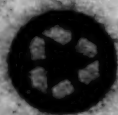


PAPER CONTENT : 100% RECYCLED



MODEL No. F1842

REORDER FROM
Wright Line

V01318 001
870401-870415 AGENDA/MIN
198712

OPERATION & WORKS COMMITTEE MG.0

AUDIT COMMITTEE

CONFIDENTIAL

LOCATION LABEL



-98080106-

CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL



-V01318-

APRIL 1, 1987

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, APRIL 1, 1987, 9:00 A.M.

HEARING ROOM - SECOND FLOOR - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook (Chairman)
Councillor S. Mahoney
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

Prepared by: Denise Peternell, Clerk's Department
Date: March 27, 1987

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - APRIL 1, 1987

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	T-86017 T-86018 F.02.07	Fuscom Subdivision Lynn Marsh Construction Street Names
2.	C.01.03 B.03.85058	Proposed Closure of part of Gulleden Drive
3.	B.06.473.02	Assumption of Municipal Services - Ventro Construction Limited 43M-473
4.	B.06.373.02 B.06.374.02	Assumption of Municipal Services - Ventro Construction Limited 43M-373 and 43M-374
5.	L.07.04.01	Dogs & Cats - Unsanitary Premises
6.	F.01.01	Mud Tracking & Clean Up of City Streets
7.	F.06.04.05	All-way Stop at Bough Beeches Blvd. and Claypine Rise (both intersections)
8.	F.06.04.07	Right Turn on Red Signal Prohibition - Haig Blvd. and the South Service Road
9.	F.06.04.05	Right-of-Way Designation - Brentano Blvd./North Service Road & Brentano Blvd./Laughton Ave.
10.	T-87009 F.02.07	Kent Subdivision - Street Names
11.	E.02.02.02.04	Gratuitous Conveyance - Fifth Line West
12.	L.07.01.04	Off-Road Vehicles Information Brochure
13.	A.03.04.11.02	Traffic Safety Council - March 25, 1987

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

APRIL 1, 1987

MATTERS FOR CONSIDERATION:

1. Report dated March 5, 1987, from the Commissioner of Engineering and Works regarding the following proposed street names for Fuscom Subdivision and Lynn Marsh Construction Subdivision:
 - (a) Common street names for roads linking both Plans T-86017 and T-86018.

Andiron Mews	Cider Down Way	Country Manor Way
Gladebrook Square		Stonemill Square
 - (b) Fuscom Subdivision 21T-86017M

Chicory Square	Meadowlark Drive	Crosswinds Drive
Millrose Crescent	Fuscana Mews	Old Country Lane
High Plains Drive	Springwater Crescent	
Homestead Lane	White Clover Way	Willow Creek Corners
 - (c) Lynn Marsh Construction, 21T-86018M

Crosscreek	Goldenrod	Grassland Crescent
Lynn-Marsh Crescent		Prairie Oyster
Stargazer	Summerbreeze	Trailmaster

This Submission was reviewed by the Region of Peel Street Names Committee at their meeting of March 4, 1987.

Councillor D. Culham, at the Operations & Works Committee meeting on March 23, 1987, requested that this report be referred to this meeting of Committee in order to address concerns with the street names west of Mavis Road in the Fuscom Subdivision (part (b).)

RECOMMENDATION:

That the following names be approved as street names for the Fuscom Subdivision T-86017 and the Lynn Marsh Development T-86018 located west of Mavis Road and south of Eglinton Avenue West:

- (a) Common street names for roads linking both Plans T-86017 and T-86018:

Andiron Mews Gladebrook Square Stonemill Square

- (b) Fuscom Subdivision T-86017

Crosswinds Drive Springwater Crescent
White Clover Way Willow Creek (delete "Corners")

- (c) Lynn Marsh Construction T-86018

Crosscreek Goldenrod Grassland Crescent
Stargazer Summerbreeze
Trailmaster

T-86017

T-86018

F.02.07

RECOMMEND ADOPTION

2. Report dated February 6, 1987, from the City Clerk regarding proposed closure of part of Gulleden Drive on Registered Plan M-36, Dixie/Burnhamthorpe Commercial Centre, Part of Lot 5, Concession 1, N.D.S., S.P. 422-86 and OZ-58-85.

Mr. Julian advises that pursuant to the Site Plan Committee meeting of November 13, 1986 (S.P. 422-86), in connection with the Dixie/Burnhamthorpe Commercial Centre, having regard to the heading under Traffic comments, specifically condition 2 which states "The Applicant is to contact the City's Property Section with respect to the disposition of the Right-of-Way at Gulleden Drive", the applicant will be required to reinstate this road allowance.

The right-of-way which was never constructed or travelled is an integral part of Gulleden Drive on Registered Plan M-36 having a width of 200m (66 ft.) and an area of approximately 102m² (1,100 sq. ft.). The designated right-of-way was for a future road allowance in connection with projected residential redevelopment in the area. We have been advised by the Engineering Department that the right-of-way will no longer be required for municipal purposes as the area in the vicinity of the designated road allowance is proposed for commercial redevelopment on the east side of Dixie Road complementing the existing retail operations to Burnhamthorpe Road East.

April 1, 1987

In keeping with City policy, the adjoining owners are entitled to a gratuitous conveyance of the road allowance provided that the City is reimbursed all associated costs.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up the designated 20m (66 ft.) road allowance having an area of approximately 102m² (1,100 sq. ft.) being an integral part of Gulleden Drive on Registered Plan M-36 and that the stopped up part of Gulleden Drive be reconveyed to the adjoining owners provided that the City is reimbursed all costs incurred as a result of the reconveyance of the road.

For the information of Members of Committee, this report was considered at the Operations & Works Committee meeting held on February 18, 1987, which resulted in the matter being referred back to staff to be dealt with in conjunction with the entire site plan.

The attached memorandum to the Commissioner of Engineering & Works from the Director of Realty Services indicates that the matter has been reviewed with the Ward Councillor and as the rezoning is now complete, the report can now be reconsidered at this time.

C.01.03

B.03.85058

RECOMMEND ADOPTION

3.

Report dated March 19, 1987, from the Commissioner of Engineering and Works regarding the assumption of the municipal services by Ventro Construction Limited, Plan 43M-473, located north of Rathburn Road East and west of Dixie Road. As far as the Engineering and Works Department is concerned, the developer of Plan 43M-473, Ventro Construction Limited, has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATIONS:

- (a) That the City assume the municipal services as constructed by Ventro Construction Limited under the terms of the Servicing Agreement for Plan 43M-473, located north of Rathburn Road East and west of Dixie Road.
- (b) That the Commissioner of Finance and Treasurer be authorized to release the Letter of Credit for Plan 43M-473, currently valued at \$55,443.10.
- (c) That the Commissioner of Finance and Treasurer be authorized to return a Pre-Servicing Deposit in the amount of \$8,382.20 for Plan 43M-473.

April 1, 1987

- (d) That a by-law be enacted establishing the road allowance within Plan 43M-473, as public highway and part of the municipal system of the City of Mississauga.

B.06.473.02

RECOMMEND ADOPTION

4. Report dated March 17, 1987, from the Commissioner of Engineering and Works regarding the assumption of the municipal services constructed by Ventro Construction Limited, Plans M-373 and M-374, located north of Burnhamthorpe Road East and east of Tomken Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services within Plans M-373 and M-374.

It should be noted that this Engineering Agreement also included the installation of municipal services for Plan M-372 and that the works have been completed and assumed by the City on March 18, 1985.

RECOMMENDATIONS:

- (a) That the City of Mississauga assume the municipal services constructed by Ventro Construction Limited under the terms of the Engineering Agreement for Plans M-373 and M-374, located north of Burnhamthorpe Road East and east of Tomken Road.
- (b) That the Commissioner of Finance and Treasurer be authorized to release the Letter of Credit for Plans M-373 and M74, currently valued at 93,801.78.
- (c) That a by-law be enacted establishing the road allowance within Plans M-373 and M-374 as public highway and part of the municipal system of the City of Mississauga.

B.06.373.02

F.02.02

RECOMMEND ADOPTION

5. Report dated March 18, 1987, from the Commissioner of Engineering and Works regarding unsanitary premises caused by dogs and cats. Mr. Taylor advises that on January 15, 1987, Regional Council passed the following recommendation:

"That the Commissioner and Medical Officer of Health request area municipalities to amend existing by-laws or enact new by-laws to provide by-law enforcement officers with authority to ensure adequate standards and maintenance of properties where pets are present;
And further, that by-law enforcement officers respond to complaints regarding the fouling of properties by dogs and cats."

April 1, 1987

The Property Standards Section have routinely dealt with complaints regarding the fouling of properties by dogs and cats and have been able to resolve these matters under the Property Standards By-law 457-82. We have as a matter of standard procedure, referred these complaints to the Region of Peel Health Department for their investigation in case there was a health problem present. However, since the Medical Officer of Health states that there is no health hazard to the general population with animal excrement we will cease forwarding the locations to his offices.

RECOMMENDATION:

- (a) That staff of the By-law Enforcement & Licensing Section cease forwarding complaints regarding dog and cat excrement to the Regional Medical Officer of Health.
- (b) That the By-law Enforcement & Licensing Section continue to deal with complaints regarding dog and cat excrement through the Property Standards By-law 457-82 as amended.

L.07.04.01

RECOMMEND ADOPTION

6. Report dated March 12, 1987, from the Commissioner of Engineering and Works regarding mud tracking and clean up on City streets. Mr. Taylor advises that the tracking of mud and debris onto City streets has been an ongoing concern for both the City and the travelling public. Owing to the very busy season which was experienced in Mississauga in 1986, complaints have multiplied because of the large number of construction sites.

Mr. Taylor advises that the City is equipped to deal with mud tracking from subdivisions or from major road construction projects as City Inspectors visit these sites frequently. On the many private building sites however, Engineering and Works Inspectors are not on the site and therefore the mud tracking control in these areas is largely a response to complaints from the public, or if an inspector happens on the scene. Thus, two response procedures are required to deal with mud tracking.

For developments under a Servicing Agreement our current practice in subdivisions is to issue a Mud Tracking Violation Notice to developers which states that the City may take action within 24 hours if the mud tracking is not cleaned up. The drawback to this is that it often may be some time before a follow up trip can be scheduled, to verify that the clean up has taken place. In addition with the high level of activity a roadway can become fouled again quite quickly once a clean up has taken place.

April 1, 1987

Based on the assumption that all contractors are aware, or should be well aware of the City requirements and the need to keep mud and debris off City roadways, and therefore, it should be an ongoing concern of the contractors and developers to control the mud tracked onto roadways whether or not any specific instructions for clean up have been issued for the City, the following revised procedure is proposed.

Firstly, the 24 hour waiting period be eliminated, therefore once a mud, dust or debris problem becomes apparent, City Inspectors will issue a Mud Tracking Violation Notice stating that the City will be making arrangements for the clean up and will be billing the appropriate party responsible. The Inspection staff will then send a copy of the notice directly to the Works Department indicating whether it is a high, medium or low priority and the Works Department would be authorized to respond accordingly. We anticipate that this procedure would take less overall staff time as well as impressing on the responsible parties that there is a need to carry out clean up of roadways on an ongoing basis. Some cost recoveries may be difficult from private building contractors, however our best efforts would be used, and when deposits are in place, these funds would be drawn.

For developments not under a Servicing Agreement or where deposits are not available, the By-Law Enforcement Section will be asked to order the clean up. Costs would have to be recovered from the offending contractor and may involve court actions.

The Works Department capacity to carry out additional clean ups may have to be reviewed in light of other priorities. Currently each yard (Clarkson, Mavis and Malton), has a sweeper and a front end loader which could be used. In addition one City flusher truck is available but now used sparingly. In order to operate this equipment, staff may have to be re-assigned from other duties as required, as no full time standby staff is provided.

Alternatively, a private contractor could be engaged for the cleaning and flushing requirements on an "as needed" basis.

RECOMMENDATION:

- (a) That commencing in 1987 the Commissioner of Engineering and Works or his designate, be authorized to initiate the clean up of mud and debris on City roadways where he considers it necessary and in the interest of safety or convenience of the travelling public.
- (b) That, effective immediately, the Servicing Agreement be amended to delete the 24 hour notice period and to provide for additional securities to cover mud tracking clean-up.

April 1, 1987

- (c) That, where possible, costs are to be recovered from the parties who, in the opinion of the Commissioner of Engineering and Works, are responsible for the debris, mud or dust on the roadway, and that such costs include a 25% surcharge over the City's costs, and further, that the Commissioner of Finance and Treasurer be authorized to automatically withdraw from the developer's securities such amounts as required to cover the costs.
- (d) That for mud tracking violations which occur outside of Servicing Agreements or where adequate deposits are not available to cover the cost, that staff be authorized to recover any costs through whatever means are available.
- (e) That all department heads advise staff to report instances of mud tracking to the Inspection Department.

F.01.01

RECOMMEND ADOPTION

7.

Report dated March 16, 1987, from the Commissioner of Engineering and Works in response to a petition from area residents requesting an all-way stop at Bough Beeches Boulevard and Claypine Rise (both intersections).

Mr. Taylor advises that the Engineering Department has investigated this request to install all-way stops at both intersections. The following results have been presented to the area Councillor, M. Prentice, and area representatives who have endorsed the Engineering Departments recommendations.

Manual turning movements were conducted on July 17, 1986 and the results of all-way stop warrant calculations derived from the a.m. plus p.m. peak hours, averaged, are as follows:

Bough Beeches/Claypine (west intersection):

Part 'A'	Volume from all approaches	74%
Part 'B'	Minor street volume	24%

Bough Beeches/Claypine (east intersection):

Part 'A'	Volume from all approaches	74%
Part 'B'	Minor street volume	24%

Both parts 'A' and 'B' individually must equal or exceed 100% for a warrant to be met.

Our investigation also included a vehicle speed analysis on Bough Beeches Boulevard east of Claypine Rise (east intersection) in the 50 km/h speed zone. This resulted in an 85th %ile speed of 57 km/h. This result does not warrant Police enforcement.

Accident records were also reviewed on Bough Beeches Boulevard, from Fieldgate Drive easterly to Rathburn Road, and to date, eleven (11) accidents have been reported. The following is a breakdown by collision type:

-	Hit parked vehicle	7
-	Improper backing from driveway	2
-	Impaired (left roadway)	1
-	Improper turn at intersection	1

Based on these study results and our site inspection, we have concluded that most accidents (80%), and the problems residents are concerned with through the curves on Bough Beeches Boulevard are a result of on-street parking. Bough Beeches Boulevard has been constructed with 8.5 metres (28 ft.) of pavement, only capable of supporting parking on one side while still maintaining two through lanes of traffic. As this is a local collector roadway, vehicle volumes are higher than on a local residential street and parking on both sides of the street causes drivers to swerve their vehicles back and forth across the road between the parked cars. This action results in the potential for vehicle conflict, especially around the road curves.

Therefore, the Engineering Department recommends that prohibitive parking signs be installed on the south and west sides of Bough Beeches Boulevard from Fieldgate Drive to Beechknoll Avenue (south intersection) with the exception of the area fronting Saint Martha and Mary Separate School. It is felt that this prohibition will increase sight lines at intersecting streets and clear street congestion, especially through the curves. The reduction of these on-street parking spaces will not present any problem since sufficient on-site parking is available, as every residence has both a double garage and double driveway. It is only through convenience that on-street parking is occurring.

RECOMMENDATION:

- (a) That all-way stops not be installed at either intersection of Bough Beeches Boulevard and Claypine Rise as warrants are not fulfilled.
- (b) That a by-law be enacted prohibiting parking on Bough Beeches Boulevard from Fieldgate Drive to Beechknoll Avenue (south intersection) south and west sides, except through the area fronting Saint Martha and Mary Separate School.

F.06.04.05

RECOMMEND ADOPTION

8. Report dated March 20, 1987, from the Commissioner of Engineering and Works with respect to right turn on red signal prohibition - Haig Boulevard and the South Service Road.

Mr. Taylor advises that as part of the current Dixie Mall expansion a new mall access will be created parallel and adjacent to Haig Boulevard intersecting the South Service Road and, the entire intersection will be signalized.

In order to accommodate the mall access as part of this intersection, its alignment will be somewhat non-standard and will require separate signal phasing to control the various traffic movements. In this regard, to avoid potential conflict with vehicular and pedestrian traffic, it will be necessary to prohibit northbound to eastbound right turns on the red signal on Haig Boulevard at the South Service Road.

RECOMMENDATION:

That a by-law be enacted authorizing the prohibiting of northbound to eastbound right turns on Haig Boulevard at the South Service Road facing a red traffic signal.

F.06.04.07

RECOMMEND ADOPTION

9. Report dated March 16, 1987, from the Commissioner of Engineering and Works regarding right-of-way designation at Brentano Boulevard/North Service Road and Brentano Boulevard/Laughton Avenue. Mr. Taylor advises that Councillor D. Cook has requested the Engineering Department to review the intersections of Brentano Boulevard/North Service Road and Brentano Boulevard/Laughton Avenue with respect to changing right-of-way designation.

Currently, at Brentano Boulevard/North Service Road, there exists an eastbound stop sign requested to be changed to a yield sign. A yield sign may be considered for use in assigning the right-of-way at an intersection where the following criteria are met:

- (a) The view at the intersection permits a "safe approach speed" on the approach having the minor volume of 15 km/h or more.
- (b) At a channelized intersection where a separate one-way right turn leg enters the through highway on a steep grade or without an adequate lane to allow for the acceleration up to the speed of through traffic.

Engineering personnel have reviewed these intersections and determined that condition (a) is the appropriate criteria for assigning right-of-way control at these intersections. Further, we have determined that these conditions have been met as unlimited sight lines exist for eastbound traffic at this intersection. Therefore, the Engineering Department has no objections in changing right-of-way control at Brentano Boulevard/North Service Road, from eastbound stop to yield.

April 1, 1987

The intersection of Brentano Boulevard/Laughton Avenue currently is controlled by north and southbound yield signs which were installed in 1984 under a citywide experimental project. Councillor Cook has advised the Engineering Department that the area residents now wish right-of-way control to be changed back to the original north and southbound stop. The Engineering Department has no objections in changing right-of-way control at Brentano Boulevard/Laughton Avenue to north and southbound stop.

RECOMMENDATION:

That a by-law be passed authorizing the re-designation of right-of-way control at:

- (a) Brentano Boulevard/North Service Road;
- from eastbound stop to an eastbound yield.
- (b) Brentano Boulevard/Laughton Avenue;
- from a north and southbound yield
to a north and southbound stop.

F.06.04.05

RECOMMEND ADOPTION

10.

Report dated March 16, 1987, from the Commissioner of Engineering and Works regarding the following proposed street names for Kent Subdivision, 21T-87009.

Mr. Taylor advises that R. G. Davidson submitted the following names as proposed street names for the above development:

Hackney Circle
Kent Lane
Oakbridge Street
Serius Court

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of March 4, 1987 and the name "Hackney Circle" was approved.

The other names were refused because of duplications and confusion with similar named streets.

RECOMMENDATION:

That "Hackney Circle" be approved as a street name for Plan 21T-87009 located east of McLaughlin Road and north of Eglinton Avenue West.

T-87009
F.02.07

RECOMMEND ADOPTION

April 1, 1987

11. Report dated March 18, 1987, from the City Solicitor with respect to gratuitous conveyance of part of the stopped up portion of Fifth Line West, to Canadian General Electric Company Limited, the abutting owner.

Mr. Stewart advises that By-law 715-86 provided for the stopping up of part of the former Fifth Line West adjacent to and north of Highway 401 and that the lands be offered for sale, subject to conditions to be fixed by Council.

This roadway was closed because the owner of the abutting lands at the time, Markborough Properties Limited, had gratuitously conveyed to the City the lands required for an alternative roadway being North Meadowvale Blvd. Therefore, it is in order to gratuitously convey this closed out portion of the former Fifth Line West to the abutting owner. Markborough Properties Limited has since conveyed the abutting lands to Canadian General Electric Company Limited and has provided a written Direction to the City to convey this part of the former Fifth Line West to that Company.

RECOMMENDATION:

That a By-Law be enacted:

- (a) Fixing the price for the lands being part of the former Fifth Line West stopped by By-Law 715-86 being Part 3, Plan 43R-13436, to be conveyed to Canadian General Electric Company Limited, the abutting owner, at one dollar (\$1.00); and
- (b) Authorizing the Mayor and Clerk to execute on behalf of the Corporation of the City of Mississauga the Transfer of Land in favour of the Canadian General Electric Company Limited for the lands being part of the former Fifth Line West stopped up by By-Law 715-86 being Part 3, Plan 43R-13436.

E.02.02.02.04

RECOMMEND ADOPTION

12. Report dated March 26, 1987, from the Director of Public Affairs with respect to Off-Road Vehicles Information Brochure.

Ms. Carmen advises that further to General Committee Recommendation 1699-85, staff reviewed the issues related to off-road vehicles being operated on City property with representatives of the Ministry of Transportation and Communications (MTC), Peel Regional Police as well as City of Mississauga By-law Enforcement, Legal and Recreation and Parks Department staff.

The issues, as outlined in the report submitted to Council on November 12, 1985, were specifically related to off-road vehicles being operated illegally on City parklands, protected land areas and Hydro Mississauga lands.

Council recommended that Public Affairs proceed with a proposed Information Program on Off-Road Vehicles which included an information brochure, press release, inclusion in Cable 10 community programming, inclusion in the Mayor's Hour, and information on one page in the Recreation and Parks Brochure.

The off-road vehicles information brochure was to address the following issues:

1. That City property can be permanently damaged or destroyed by the use of off-road vehicles on protected parklands, public grounds and private property;
2. That the City of Mississauga is not liable for property damage or personal injury from off-road vehicles operated on City or private property;
3. That off-road vehicles must be registered and licensed with the Ministry of Transportation and Communications;
4. That operators of off-road vehicles will be subject to penalties or fines if all rules and regulations identified in the Off-Road Vehicles Act, 1983 are not followed. Fines and penalties are as established by City of Mississauga by-laws, Peel Regional Police and MTC.

Design and copy of the off-road vehicles brochure was completed in the fall of 1986. Approval of the copy was required from MTC, Peel Regional Police as well as City of Mississauga By-law Enforcement, Legal and Recreation and Parks Departments. Final approval was not received from all parties until late December 1986, making it impossible to produce the brochure in that year.

Public Affairs does not have funds in its 1987 budget to produce this brochure. A total of \$3,000.00 is included in the 1987 Public Affairs budget to cover single focus brochures. This amount was designated to be used on a first come, first served basis. It has already been applied to other publications. Public Affairs therefore, is seeking budget approval in order to proceed with production and distribution of the off-road vehicles brochure.

It is recommended that 10,000 copies of the off-road vehicles brochure be distributed through:

Peel Regional Police; 25 Mississauga bike shops where off-road vehicles are sold; 13 snowmobile shops; City libraries; City community centres; Malton Community Council; Meadowvale Information Centre; Ministry of Transportation and Communications; Hydro Mississauga; Board of Education offices for distribution to all secondary schools, and Erindale and Sheridan Colleges.

In addition, information from the brochure will be used in press releases, Cable 10 community programming, the Mayor's Hour, and Recreation and Parks Department reports on C.J.M.R. as well as in the City Hall page of the Mississauga News.

The costs to produce and distribute this brochure are:

Estimated Production Cost:	\$ 500.00
Estimated Printing Cost:	2,200.00
Distribution Cost:	500.00
	=====
	\$3,200.00
	=====

The publication can be published within six weeks of budget approval.

RECOMMENDATIONS:

- (a) That Public Affairs be directed to produce and distribute the off-road vehicles information brochure;
- (b) That upon completion of the off-road vehicles information brochure, Public Affairs be directed to expedite the remaining components of the Information Program as recommended by Council on November 25, 1985;
- (c) That \$3,200.00 be transferred from the General Contingency Account to Public Affairs account #01401-07-0003 to allow for production and distribution of the off-road vehicles information brochure.

L.07.01.04

RECOMMEND ADOPTION

13.

Report 3-87 of the Traffic Safety Council meeting held on March 25, 1987.

A.03.04.11.02

RECOMMEND ADOPTION



City of Mississauga

MEMORANDUM

Files: 16 141 00045
12 111 00014
16 111 86257
16 111 86260

To Chairman and Members of
Dept Operations & Works Committee

From William P. Taylor, P. Eng.
Dept. Engineering and Works

APR 01 1987

OPERATIONS/WORKS

March 5, 1987.

MAR 23 1987

OPERATIONS/WORKS

SUBJECT: Proposed Street Names
Fuscom Subdivision 21T-86017M and
Lynn Marsh Construction Subdivision 21T-86018M
(sketch attached)

SOURCE: Engineering and Works.

COMMENTS: John D. Rogers and Associates submitted the following
names as proposed street names for the above noted
subdivisions:

(a) Common street names for roads linking both Plans
T-86017 and T-86018.

Andiron Mews
Cider Down Way
Country Manor Way
Gladebrook Square
Stonemill Square

(b) Fuscom Subdivision 21T-86017M

Chicory Square	Meadowlark Drive
Crosswinds Drive	Millrose Crescent
Fuscana Mews	Old Country Lane
High Plains Drive	Springwater Crescent
Homestead Lane	White Clover Way
	Willow Creek Corners

21(a)

Files: 16 141 00045
12 111 00014
16 111 86257
16 111 86260

(c) Lynn Marsh Construction, 21T-86018M

Crosscreek
Goldenrod
Grassland Crescent
Lynn-Marsh Crescent
Prairie Oyster
Stargazer
Summerbreeze
Trailmaster

This Submission was reviewed by the Region of Peel Street Names Committee at their meeting of March 4, 1987 and the following names were approved.

(a) Common street names for T-86017 and T-86018:

Andiron Mews
Gladebrook Square
Stonemill Square

(b) Fuscom Subdivision T-86017:

Crosswinds Drive
Springwater Crescent
White Clover Way
Willow Creek (Not "Corners")

(c) Lynn Marsh Construction T-86018

Crosscreek	Stargazer
Goldenrod	Summerbreeze
Grassland Crescent	Trailmaster

The other names were refused because of duplications, confusion with similar named streets or pronunciation difficulties.

Files: 16 141 00045
12 111 00014
16 111 86257
16 111 86260

21(4)

RECOMMENDATION:

That the following names be approved as street names for the Fuscom Subdivision 21T-86017 and the Lynn Marsh Development 21T-86018 located west of Mavis Road and south of Eglinton Avenue West.

- (a) Common street names for roads linking both Plans T-86017 and T-86018:

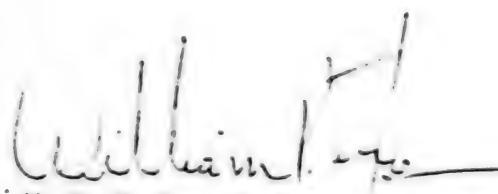
Andiron Mews
Gladebrook Square
Stonemill Square


- (b) Fuscom Subdivision T-86017

Crosswinds Drive
Springwater Crescent
White Clover Way
Willow Creek (delete "Corners")

- (c) Lynn Marsh Construction T-86018

Crosscreek
Goldenrod
Grassland Crescent
Stargazer
Summerbreeze
Trailmaster

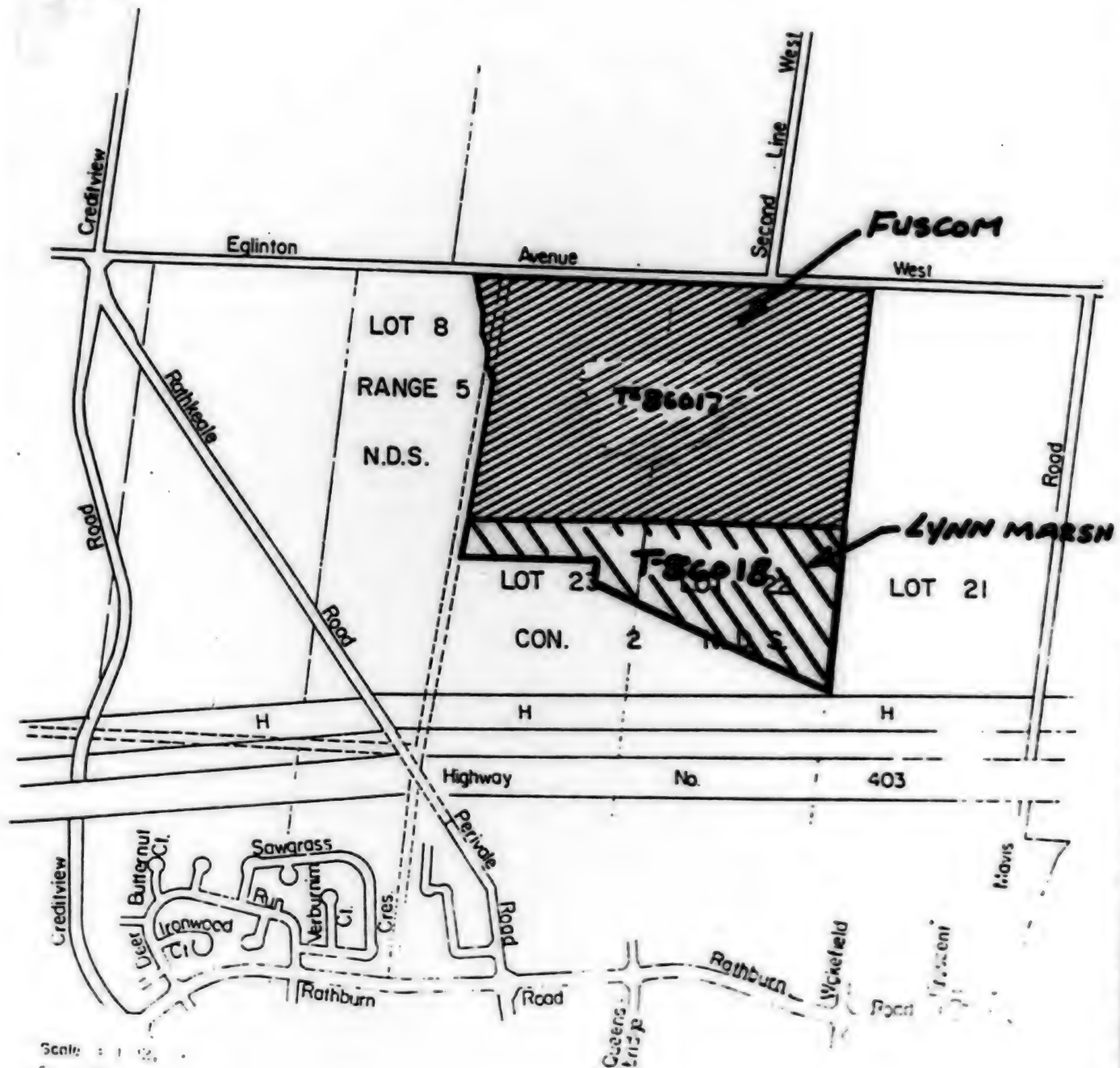

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

PT/gb

cc: Councillor D. Culham

0602E/71E

1(c)





City of Mississauga

MEMORANDUM

To: Operations and Works Committee

From: Terence L. Julian

Dest: City Clerk

FEB 18 1987

February 6, 1987.

OPERATIONS/WORKS APR 01 1987

LADIES AND GENTLEMEN:

SUBJECT: Proposed closure of part of Gulleden Drive on Registered Plan M-36, Dixie/Burnhamthorpe Commercial Centre, Part of Lot 5, Concession 1, N.D.S., S.P. 422-86 and 02-58-85, File B.03.850.58

ORIGIN: Site Plan Committee Meeting of November 13, 1986 (S.P. 422-86)

COMMENTS: Pursuant to the Site Plan Committee of November 13, 1986, (S.P. 422-86), in connection with the Dixie/Burnhamthorpe Commercial Centre, having regard to the heading under Traffic comments, specifically condition 2 which states, "The Applicant is to contact the City's Property Section with respect to the disposition of the Right-of-Way at Gulleden Drive. The applicant will be required to reinstate this road allowance.

The right-of-way which was never constructed or travelled is an integral part of Gulleden Drive on Registered Plan M-36 having a width of 20m (66 ft.) and an area of approximately 102m² (1,100 sq. ft.). The designated right-of-way was for a future road allowance in connection with projected residential redevelopment in the area. We have been advised by the Engineering Department that the right-of-way will no longer be required for municipal purposes as the area in the vicinity of the designated road allowance is proposed for commercial redevelopment on the east side of Dixie Road complementing the existing retail operations to Burnhamthorpe Road East.

In keeping with City policy, the adjoining owners are entitled to a gratuitous conveyance of the road allowance provided that the City is reimbursed all associated costs.

2'(a)

- 2 -

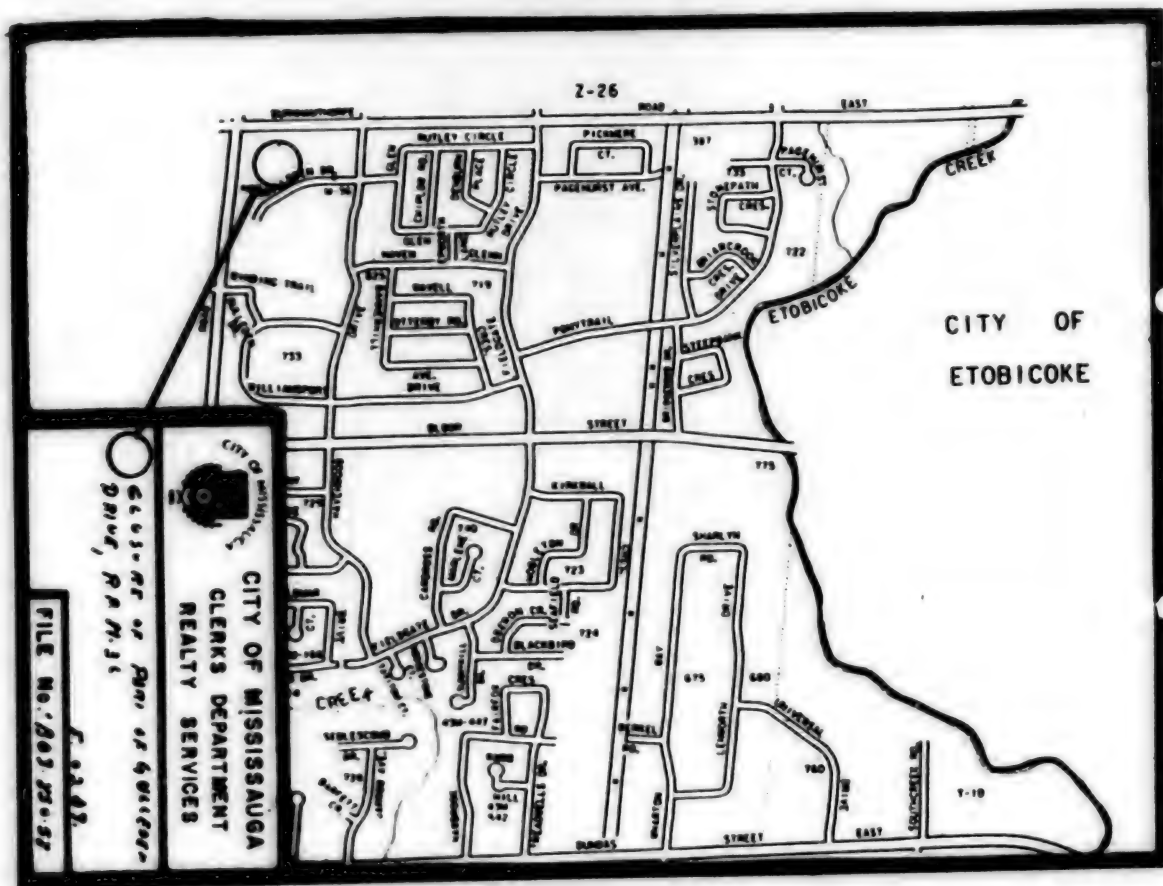
RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up the designated 20m (66 ft.) road allowance having an area of approximately 102m² (1,100 sq. ft.) being a integral part of Gulleden Drive on Registered Plan M-36 and that the stopped up part of Gulleden Drive be reconveyed to the adjoining owners provided tht the City is reimbursed all costs incurred as a result of the reconveyance of the road.

Terence L. Julian

Terence L. Julian, A.M.C.T., C.M.C.,
City Clerk.

PJS/le





226

City of Mississauga

MEMORANDUM

To W. P. Taylor, Commissioner of
Dept Engineering & Works

From Robert K. Johnston
Dept Director of Realty Services

March 24, 1987

Re: Dixie Rd. Gulleden Drive Site Plan
Your File: 11-122-86422
Our File: C.01.03 and B.03.85058

Further to your memo of March 12, 1987, a report had been prepared for consideration by the Operation and Works Committee at its meeting on February 18, 1987.

I have been advised that the matter had been referred to the Mayor for a meeting with the Commissioners of Planning and Engineering & Works. The meeting was cancelled due to the Mayor's busy schedule that day.

As the Mayor and Mr. Edmunds were unaware of the problems relating to the site plan, I reviewed the minutes of the meeting with the Committee Co-ordinator and was advised that it was the Ward Councillor rather than the Mayor who had concerns.

I have now reviewed the matter with Councillor Prentice who advised that she asked the matter to be deferred until the rezoning had been resolved. As the rezoning is now complete, the report to Operations and Works can now be considered on the next agenda.

Robert K. Johnston
Robert K. Johnston
Director of Realty Services

/lmc

c.c. -- Mayor H. McCallion
Councillor M. Prentice, Ward 3
D. A. Lychak, City Manager
R. G. B. Edmunds, Planning



City of Mississauga

MEMORANDUM

FILES: 16 111 77091
11 141 00045

3

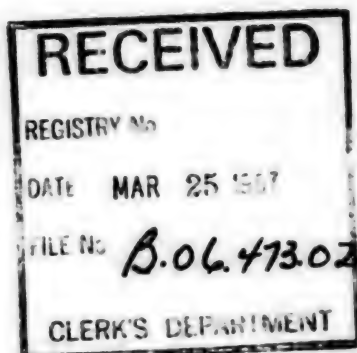
To: Chairman and Members
Operations and Works Committee
Dept.

From: W. P. Taylor
Dept. Engineering and Works

March 19, 1987

OPERATIONS/WORKS APR 01 1987

- SUBJECT:** Assumption of the municipal services by Ventro Construction Limited, Plan 43M-473, located north of Rathburn Road East and west of Dixie Road (sketch attached).
- ORIGIN:** Servicing Agreement between Ventro Construction Limited (1055 Wilson Avenue, Suite 606, Downsview, Ontario, M3K 1Y9, Attention: Mr. F. J. Ternoway, P. Eng.), the City of Mississauga and the Regional Municipality of Peel dated July 14, 1982.
- COMMENTS:** As far as the Engineering and Works Department is concerned, the developer of Plan 43M-473, Ventro Construction Limited, has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.
- It is now in order for the City to assume the municipal works in Plan 43M-473.
- RECOMMENDATIONS:**
1. That the City assume the municipal services as constructed by Ventro Construction Limited under the terms of the Servicing Agreement for Plan 43M-473, located north of Rathburn Road East and west of Dixie Road.
 2. That the Commissioner of Finance and Treasurer be authorized to release the Letter of Credit for Plan 43M-473, currently valued at \$55,443.10.
 3. That the Commissioner of Finance and Treasurer be authorized to return a Pre-Servicing Deposit in the amount of \$8,382.20 for Plan 43M-473.

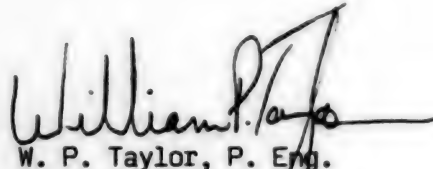



... 2 ...

RECOMMENDATIONS: (Continued)

3(a)

4. That a by-law be enacted establishing the road allowance within Plan 43M-473, as public highway and part of the municipal system of the City of Mississauga.


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

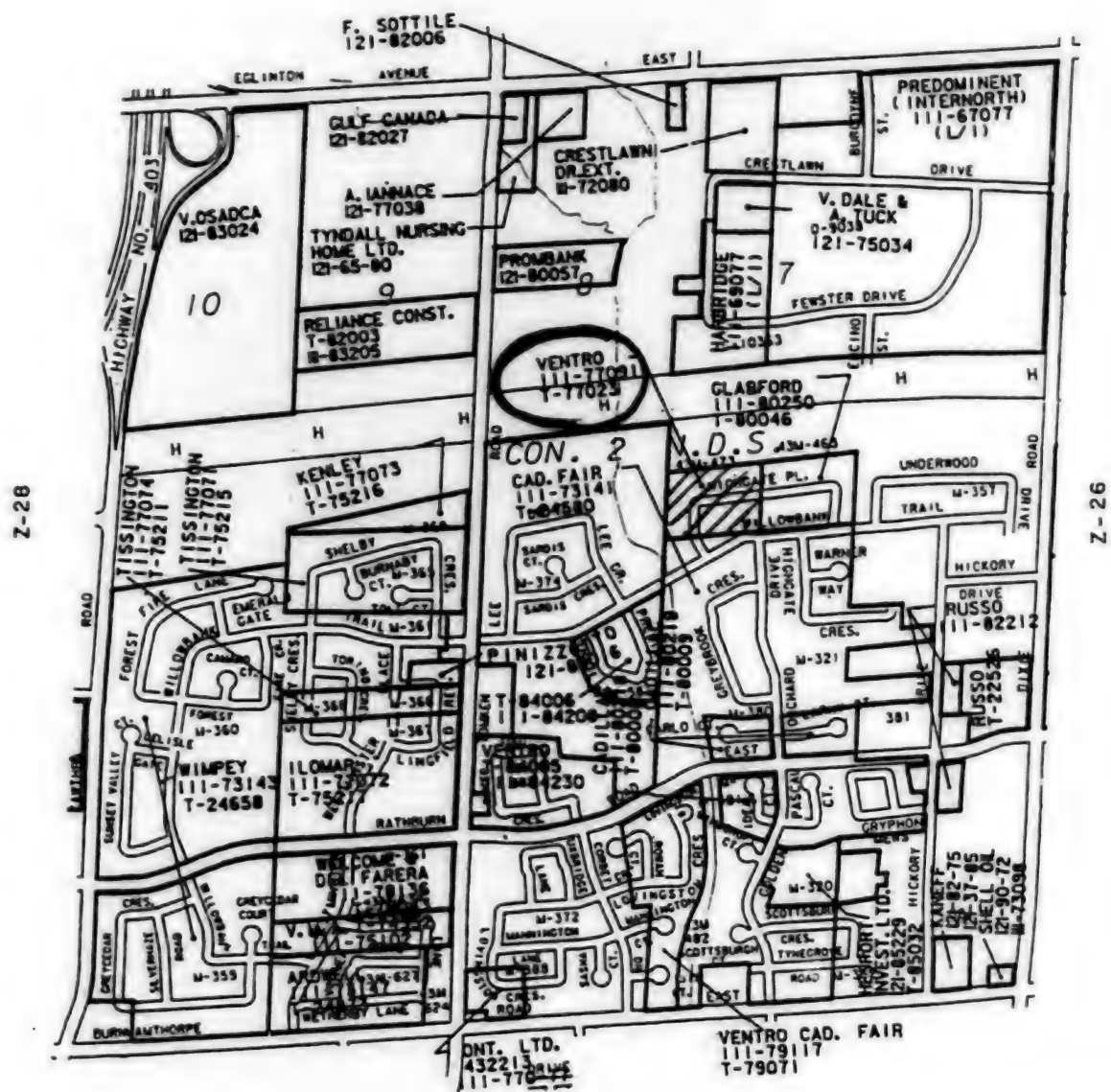

MM/edm
0347E/27E
Att.

c.c: Councillor M. Prentice
R. G. Charlton
R. Rinne
W. J. Richmond
D. J. Debenham
L. Harvey
W. H. Munden
P. Marchiori
J. D. McKichan - Region of Peel

of Operations and Works
3(h)

Z-36-E

Z-35-W



Z-20

Z-27



City of Mississauga

MEMORANDUM

FILES: 16 111 73139
11 141 00045

To: Chairman and Members of
Dept: Operations and Works

RECEIVED

From: William P. Taylor, P.Eng.

REGISTERED

Dept:

Engineering and Works

DATE: MAR 23 1987

FILE NO: B.06.373.02

March 17, 1987

F.02.02

CLERK'S DEPARTMENT

OPERATIONS/WORKS APR 01 1987

SUBJECT:

Assumption of the municipal services constructed by Ventro Construction Limited, Plans M-373 and M-374, located north of Burnhamthorpe Road East and east of Tomken Road (sketch attached).

ORIGIN:

Engineering Agreement between Ventro Construction Limited (1055 Wilson Avenue, Suite 606, Downsview, Ontario, M3K 1Y9), the City of Mississauga and the Region of Peel dated June 12, 1980 for the installation of municipal services in Plans M-372, M-373 and M-374.

COMMENTS:

As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services within Plans M-373 and M-374.

It should be noted that this Engineering Agreement also included the installation of municipal services for Plan M-372 and that the works have been completed and assumed by the City on March 18, 1985.

It is now in order for the City to assume the municipal works in Plans M-373 and M-374.

RECOMMENDATIONS:

1. That the City of Mississauga assume the municipal services constructed by Ventro Construction Limited under the terms of the Engineering Agreement for Plans M-373 and M-374, located north of Burnhamthorpe Road East and east of Tomken Road.

... 2 ...

4(a)

RECOMMENDATIONS: (Continued)

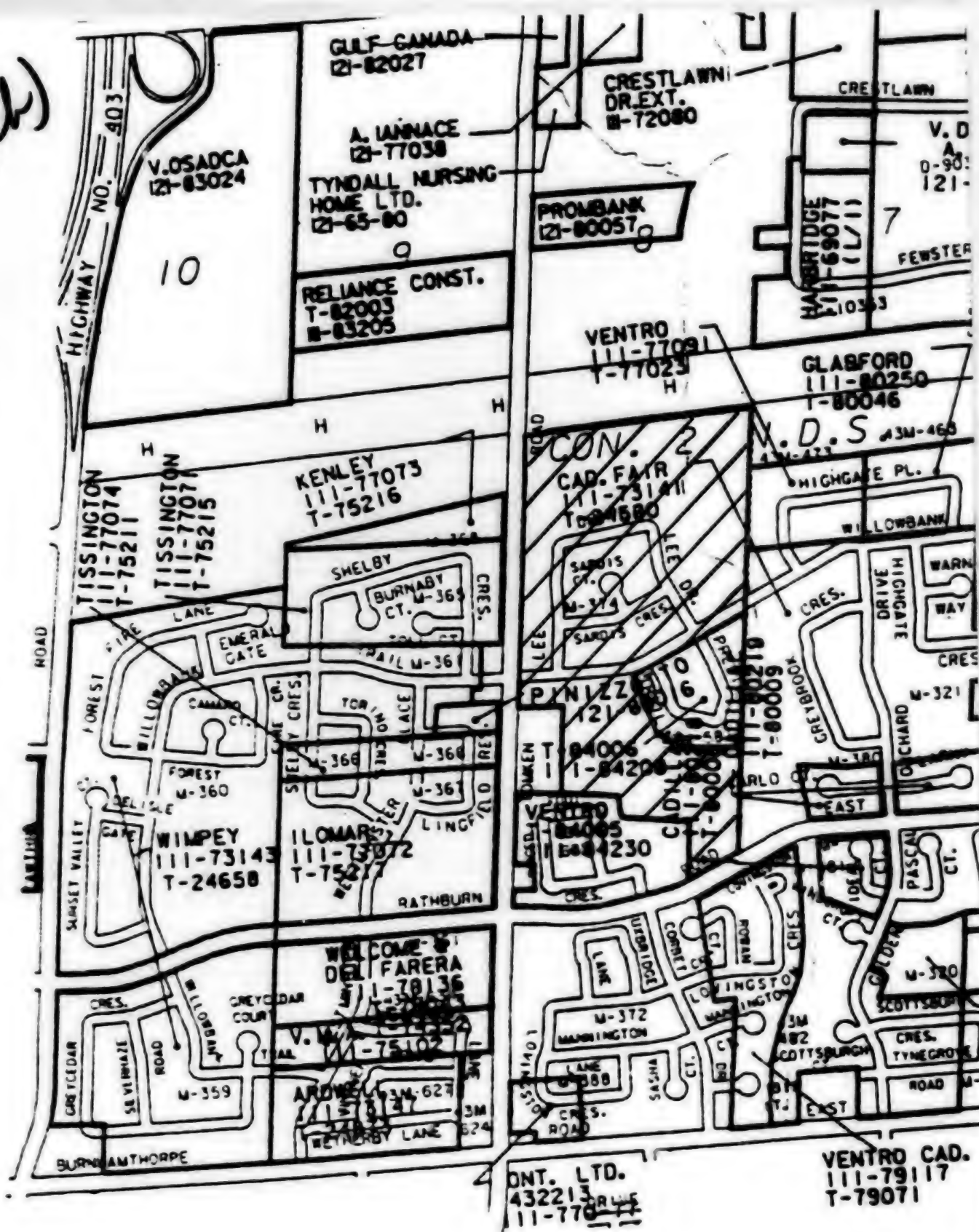
2. That the City Treasurer be authorized to release the Letter of Credit for Plans M-373 and M74, currently valued at 93,801.78.
3. That a By-law be enacted establishing the road allowance within Plans M-373 and M-374 as public highway and part of the municipal system of the City of Mississauga.

ma
MM:edm
235E:27E
Mc Encl.

William P. Taylor
William P. Taylor, P. Eng.
Commissioner
Engineering and Works

cc: Councillor M. Prentice
W. H. Munden
P. Marchiori
R. C. Charlton
M. W. Boyd
W. J. Richmond
D. J. Debenham
L. J. Harvey
J. D. McKichan - Region of Peel

Z-28



Mayor and Members of
Operations and Works Committee



City of Mississauga

MEMORANDUM

Our file . 11 141 00045

5

To Chairman & Members of
Dept. Operations & Works

From W. P. Taylor, P. Eng.
Dept. Engineering & Works

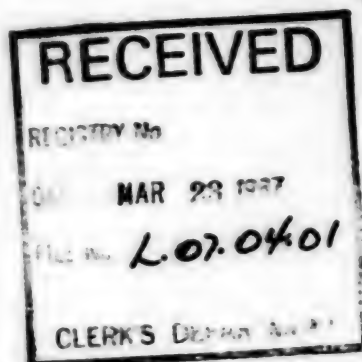
OPERATIONS/WORKS APR 01 1987

March 18, 1987

SUBJECT. Dogs & Cats - Unsanitary Premises

ORIGIN. Regional Council Meeting of January 15, 1987
Request for Report No.13-87
Clerks file . L.07.04.01

COMMENTS. On January 15, 1987, Regional Council passed the following recommendation.



"That the Commissioner and Medical Officer of Health request area municipalities to amend existing by-laws or enact new by-laws to provide by-law enforcement officers with authority to ensure adequate standards and maintenance of properties where pets are present:

And further, that by-law enforcement officers respond to complaints regarding the fouling of properties by dogs and cats."

The Property Standards Section have routinely dealt with complaints regarding the fouling of properties by dogs and cats and have been able to resolve these matters under the Property Standards By-law 457-82. We have as a matter of standard procedure, referred these complaints to the Region of Peel Health Department for their investigation in case there was a health problem present. However, since the Medical Officer of Health states that there is no health hazard to the general population with animal excrement we will cease forwarding the locations to his offices.

RECOMMENDATION.

1. That staff of the By-law Enforcement & Licensing Section cease forwarding complaints regarding dog and cat excrement to the Regional Medical Officer of Health.
2. That the By-law Enforcement & Licensing Section continue to deal with complaints regarding dog and cat excrement through the Property Standards By-law 457-82 as amended.

William P. Taylor
W. P. Taylor, P. Eng.
Commissioner of Public Works



City of Mississauga

MEMORANDUM

FILE : 11 141 00010
12 111 00001

To Mayor and Members of Council

From William P. Taylor, P.Eng.,

Dept. _____

Dept. Commissioner, Engineering

March 12, 1987

OPERATIONS/WORKS APR 01 1987

SUBJECT :

Mud Tracking and Clean Up on City Streets.

ORIGIN :

Council discussions; November 10, 1986 meeting and the Engineering and Works Department

COMMENTS :

The tracking of mud and debris onto City streets has been an ongoing concern for both the City and the travelling public. Owing to the very busy season which was experienced in Mississauga in 1986, complaints have multiplied because of the large number of construction sites.

RECEIVED

REGISTERED IN **383**

DATE **MAR 23 1987**

FILE NO. **F.01-01**

CLERK'S DEPARTMENT

We are equipped to deal with mud tracking from subdivisions or from major road construction projects as our City Inspectors visit these sites frequently. On the many private building sites however, Engineering and Works Inspectors are not on the site and therefore the mud tracking control in these areas is largely a response to complaints from the public, or if an inspector happens on the scene. Thus, two response procedures are required to deal with mud tracking.

For developments under a Servicing Agreement our current practice in subdivisions is to issue a Mud tracking Violation Notice to developers which states that the City may take action within 24 hours if the mud tracking is not cleaned up. The drawback to this is that it often may be some time before a follow up trip can be scheduled, to verify that the clean up has taken place. In addition with the high level of activity a roadway can become fouled again quite quickly once a clean up has taken place.

Based on the assumption that all contractors are aware, or should be well aware of the City requirements and the need to keep mud and debris off City roadways, and

continued ...

6(a)

therefore, it should be an ongoing concern of the contractors and developers to control the mud tracked onto roadways whether or not any specific instructions for clean up have been issued for the City, we propose the following revised procedure.

Firstly, we suggest that the 24 hour waiting period be eliminated. Therefore once a mud, dust or debris problem becomes apparent, our Inspectors will issue a Mud tracking Violation Notice stating that the City will be making arrangements for the clean up and will be billing the appropriate party responsible. Our Inspection staff will then send a copy of the notice directly to the Works Department indicating whether it is a high, medium or low priority and the Works Department would be authorized to respond accordingly. We anticipate that this procedure would take less overall staff time as well as impressing on the responsible parties that there is a need to carry out clean up of roadways on an ongoing basis. Some cost recoveries may be difficult from private building contractors, however our best efforts would be used, and when deposits are in place, these funds would be drawn.

For developments not under a Servicing Agreement or where deposits are not available, the By-Law Enforcement Section will be asked to order the clean up. Costs would have to be recovered from the offending contractor and may involve court actions.

The Works Department capacity to carry out additional clean ups may have to be reviewed in light of other priorities. Currently each yard (Clarkson, Mavis and Malton), has a sweeper and a front end loader which could be used. In addition one City flusher truck is available but now used sparingly.

In order to operate this equipment, staff may have to be re-assigned from other duties as required, as no full time standby staff is provided.

Alternatively, a private contractor could be engaged for the cleaning and flushing requirements on an "as needed" basis.

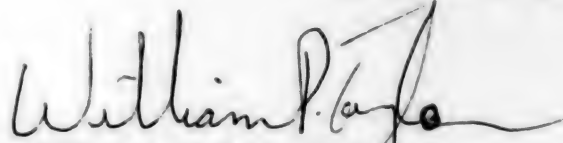
continued ...

b(j)

- 3 -

RECOMMENDATION :

- a) That commencing in 1987 the Commissioner of Engineering and Works or his designate, be authorized to initiate the clean up of mud and debris on City roadways where he considers it necessary and in the interest of safety or convenience of the travelling public.
- b) That, effective immediately, the Servicing Agreement be amended to delete the 24 hour notice period and to provide for additional securities to cover mud tracking clean-up.
- c) That, where possible, costs are to be recovered from the parties who, in the opinion of the Commissioner of Engineering and Works, are responsible for the debris, mud or dust on the roadway, and that such costs include a 25% surcharge over the City's costs, and further, that the Commissioner of Finance be authorized to automatically withdraw from the developer's securities such amounts as required to cover the costs.
- d) That for mud tracking violations which occur outside of Servicing Agreements or where adequate deposits are not available to cover the cost, that staff be authorized to recover any costs through whatever means are available.
- e) That all department heads advise staff to report instances of mud tracking to the Inspection Department.


William P. Taylor, P.Eng.
Commissioner,
Engineering and Works Department

RGC:jb

0362E



City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00026

7

To: Chairman and Members of
Operations and Works Committee.
Dept.

From: William P. Taylor, P.Eng.,
Engineering & Works Dept.
Dept.

March 16, 1987.

OPERATIONS/WORKS APR 01 1987

SUBJECT: All-way stop - Bough Beeches Boulevard and Claypine Rise (both intersections).
SOURCE: Request for Report 185-86, petition from area residents.
COMMENTS: The Engineering Department has investigated this request to install all-way stops at both intersections of Claypine Rise at Bough Beeches Boulevard.

The following results have been presented to the area Councillor, M. Prentice, and area representatives who have endorsed the Engineering Departments recommendations.

Manual turning movements were conducted on July 17, 1986 and the results of all-way stop warrant calculations derived from the a.m. plus p.m. peak hours, averaged, are as follows:

Bough Beeches/Claypine (west intersection):

Part 'A'	Volume from all approaches	74%
Part 'B'	Minor street volume	24%

Bough Beeches/Claypine (east intersection):

Part 'A'	Volume from all approaches	74%
Part 'B'	Minor street volume	24%

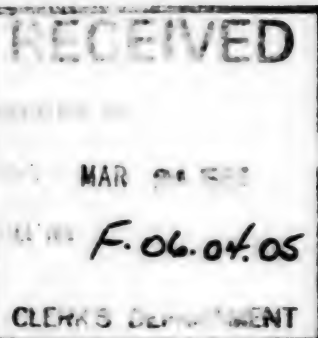
Both parts 'A' and 'B' individually must equal or exceed 100% for a warrant to be met.

Our investigation also included a vehicle speed analysis on Bough Beeches Boulevard east of Claypine Rise (east intersection) in the 50 km/h speed zone. This resulted in an 85th %ile speed of 57 km/h. This result does not warrant Police enforcement.

Accident records were also reviewed on Bough Beeches Boulevard, from Fieldgate Drive easterly to Rathburn Road, and to date, eleven (11) accidents have been reported. The following is a breakdown by collision type:

-	Hit parked vehicle	7
-	Improper backing from driveway	2
-	Impaired (left roadway)	1
-	Improper turn at intersection	1

.../2



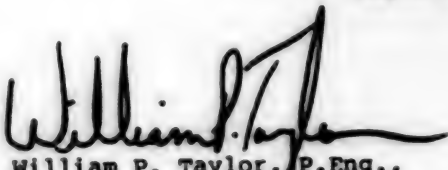
7(a)


- 2 -

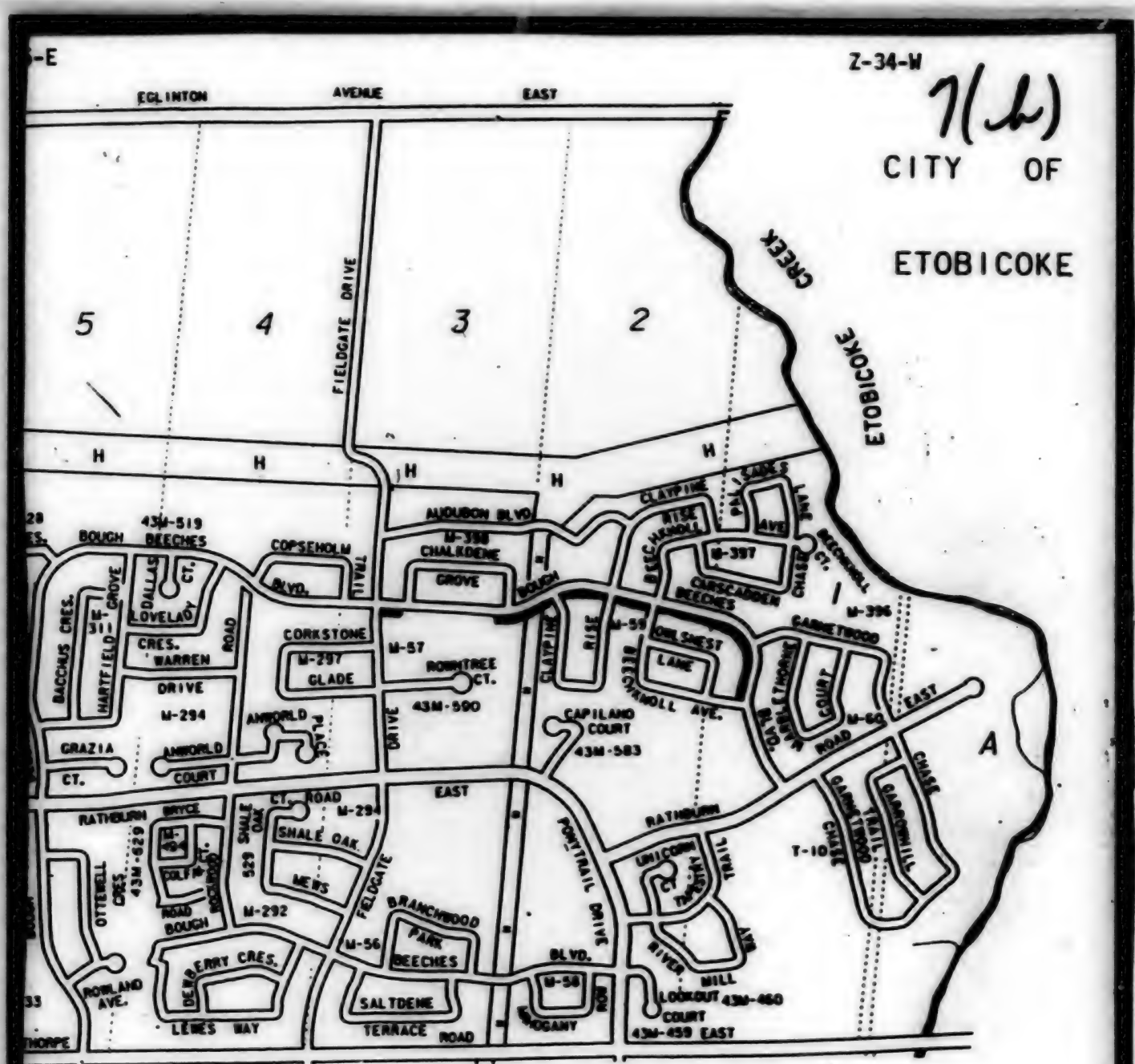
As you can see from these statistics, an all-way stop would not have prevented any of these accidents. Therefore, based on these study results and our site inspection, we have concluded that most accidents (80%), and the problems residents are concerned with through the curves on Bough Beeches Boulevard are a result of on-street parking. Bough Beeches Boulevard has been constructed with 8.5 metres (28 ft.) of pavement, only capable of supporting parking on one side while still maintaining two through lanes of traffic. As this is a local collector roadway, vehicle volumes are higher than on a local residential street and parking on both sides of the street causes drivers to swerve their vehicles back and forth across the road between the parked cars. This action results in the potential for vehicle conflict, especially around the road curves.

Therefore, the Engineering Department recommends that prohibitive parking signs be installed on the south and west sides of Bough Beeches Boulevard from Fieldgate Drive to Beechknoll Avenue (south intersection) with the exception of the area fronting Saint Martha and Mary Separate School. It is felt that this prohibition will increase sight lines at intersecting streets and clear street congestion, especially through the curves. The reduction of these on-street parking spaces will not present any problem since sufficient on-site parking is available, as every residence has both a double garage and double driveway. It is only through convenience that on-street parking is occurring.


- RECOMMENDATION:
1. That all-way stops not be installed at either intersection of Bough Beeches Boulevard and Claypine Rise as warrants are not fulfilled.
 2. That a by-law be passed prohibiting parking on Bough Beeches Boulevard from Fieldgate Drive to Beechknoll Avenue (south intersection) south and west sides, except through the area fronting Saint Martha and Mary Separate School.


William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

 MJF/dab
0487E
Attach.



Z-19



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

PARKING PROHIBITION
— BOUGH BEECHES BLVD.



City of Mississippi

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00006

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

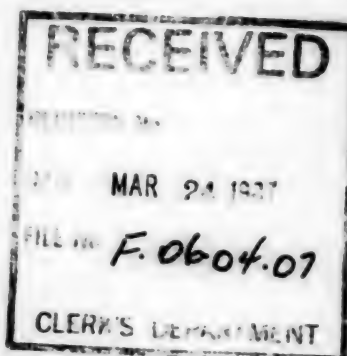
March 20, 1987.

OPERATIONS/WORKS **APR 01 1987**

SUBJECT: Right Turn on Red Signal Prohibition - Haig Boulevard and the South Service Road.

SOURCE: Engineering and Works Department.

COMMENTS: As part of the current Dixie Mall expansion a new mall access will be created parallel and adjacent to Haig Boulevard intersecting the South Service Road and, the entire intersection will be signalized.

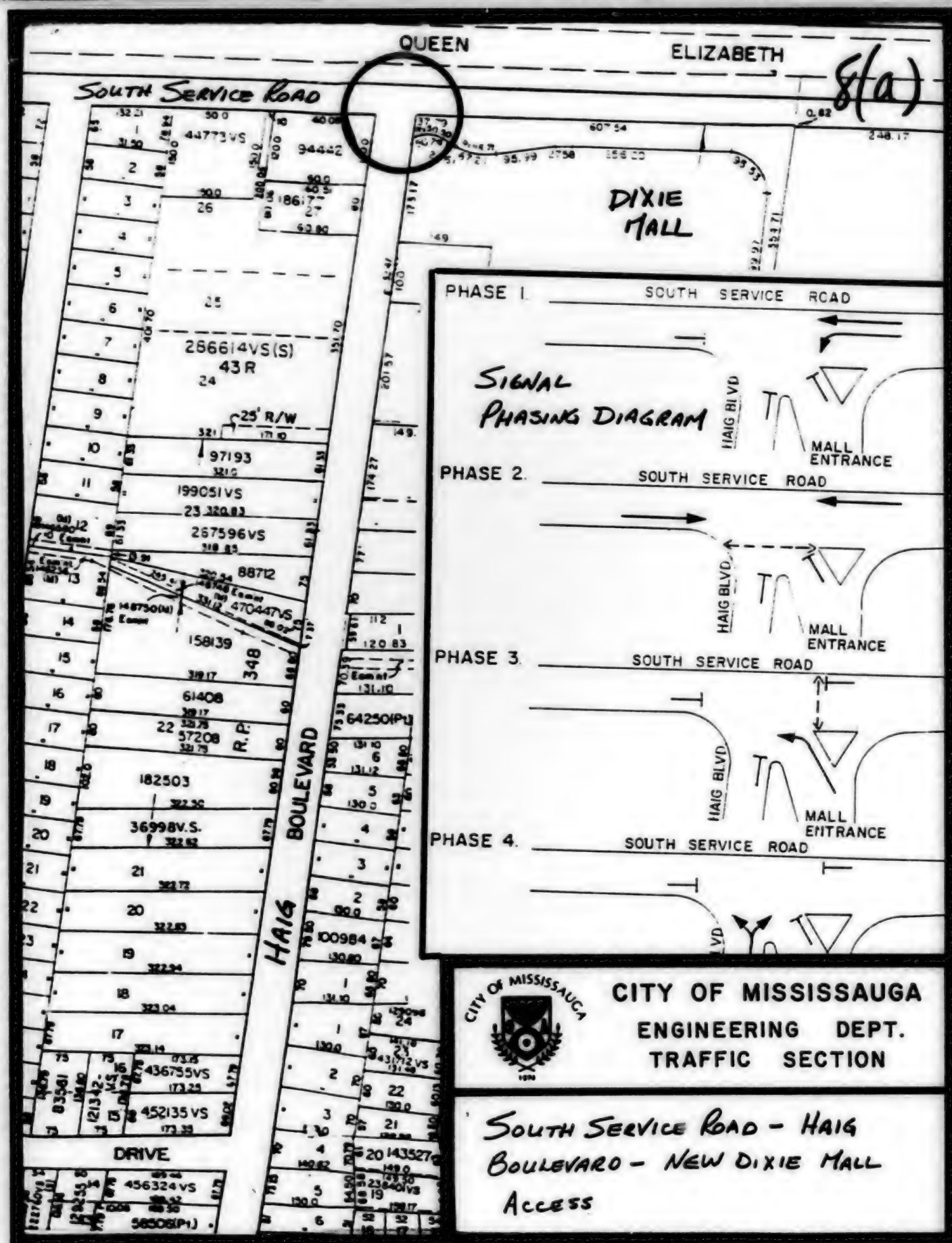


In order to accommodate the mall access as part of this intersection, its alignment will be somewhat non-standard and will require separate signal phasing to control the various traffic movements. In this regard, to avoid potential conflict with vehicular and pedestrian traffic, it will be necessary to prohibit northbound to eastbound right turns on the red signal on Haig Boulevard at the South Service Road.

RECOMMENDATION: That a by-law be passed authorizing the prohibiting of northbound to eastbound right turns on Haig Boulevard at the South Service Road facing a red traffic signal.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

JS/dab
0487E
Attach.





9

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00012

To: Chairman and Members of
Operations and Works Committee.

From: William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

March 16, 1987.

OPERATIONS/WORKS APR 01 1987

SUBJECT: Right-of-Way Designation
- Brentano Boulevard/North Service Road
- Brentano Boulevard/Laughton Avenue

SOURCE: Councillor D. Cook, Ward 7.

COMMENTS: Councillor Cook has requested the Engineering Department to review the intersections of Brentano Boulevard/North Service Road and Brentano Boulevard/Laughton Avenue with respect to changing right-of-way designation.

RECEIVED

REGISTRY No

MAR 23 1987

FILE NO F.0604.05

CLERK'S DEPARTMENT

Currently, at Brentano Boulevard/North Service Road, there exists an eastbound stop sign requested to be changed to a yield sign.

A yield sign may be considered for use in assigning the right-of-way at an intersection where the following criteria are met:

- (a) The view at the intersection permits a "safe approach speed" on the approach having the minor volume of 15 km/h or more.
- (b) At a channelized intersection where a separate one-way right turn leg enters the through highway on a steep grade or without an adequate lane to allow for the acceleration up to the speed of through traffic.

Engineering personnel have reviewed these intersections and determined that condition (a) is the appropriate criteria for assigning right-of-way control at these intersections. Further, we have determined that these conditions have been met as unlimited sight lines exist for eastbound traffic at this intersection.

Therefore, the Engineering Department has no objections in changing right-of-way control at Brentano Boulevard/North Service Road, from eastbound stop to yield.

.../2

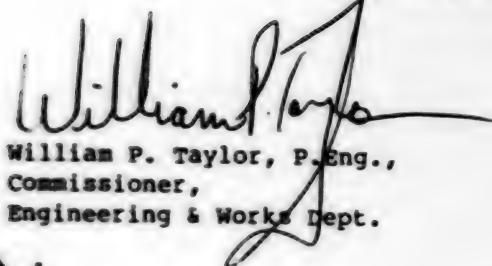
q(a)


The intersection of Brentano Boulevard/Laughton Avenue currently is controlled by north and southbound yield signs which were installed in 1984 under a citywide experimental project. Councillor Cook has advised the Engineering Department that the area residents now wish right-of-way control to be changed back to the original north and southbound stop.

The Engineering Department has no objections in changing right-of-way control at Brentano Boulevard/Laughton Avenue to north and southbound stop.

RECOMMENDATION: That a by-law be passed authorizing the re-designation of right-of-way control at:

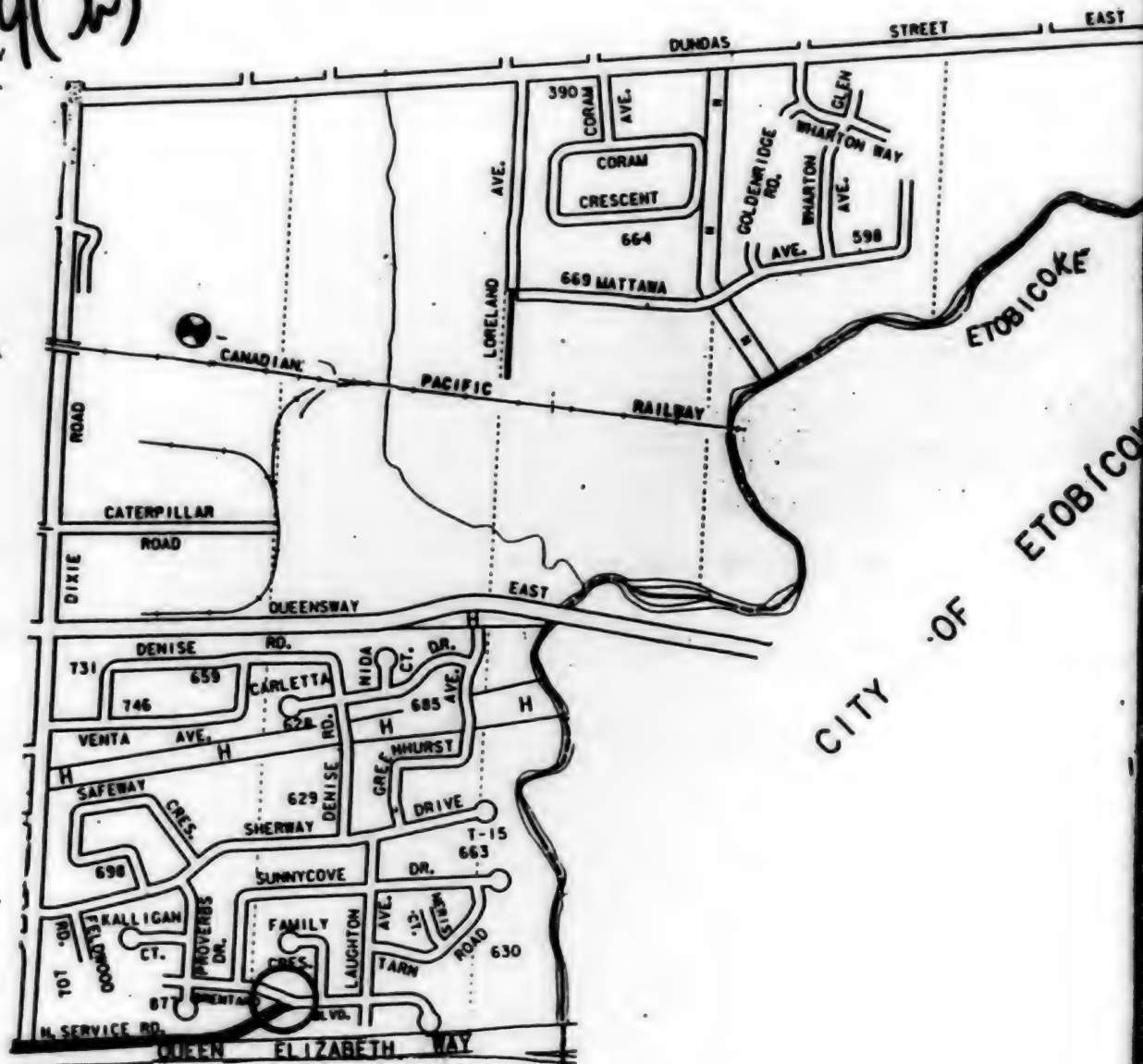
- (a) Brentano Boulevard/North Service Road;
- from eastbound stop to an eastbound yield.
- (b) Brentano Boulevard/Laughton Avenue;
- from a north and southbound yield
to a north and southbound stop.


William P. Taylor, P. Eng.,
Commissioner,
Engineering & Works Dept.

 dab
487E

9(h)

Z-19



Z-5



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

○ BRENTANO BLVD AND.
NORTH SERVICE ROAD.



City of Mississauga

MEMORANDUM

Files: 16 141 00045
12 111 00014

10

To: Chairman and Members of
Operations & Works Committee
Dept.

From: William P. Taylor, P. Eng.
Dept. Engineering and Works

March 16, 1987.

OPERATIONS/WORKS APR 01 1987

MAR 24 1987

SUBJECT: Proposed Street Names
Kent Subdivision
21T-87009
(sketch attached)

SOURCE: Engineering and Works

COMMENTS: R. G. Davidson submitted the following names as proposed
street names for the above development:

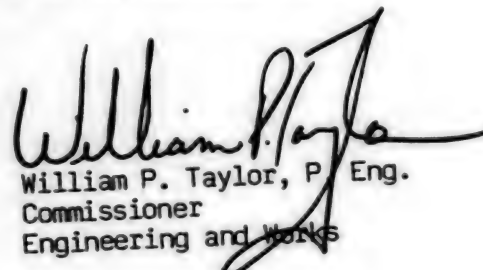
Hackney Circle
Kent Lane
Oakbridge Street
Serius Court

This submission was reviewed by the Region of Peel Street
Names Committee at their meeting of March 4, 1987 and the
name "Hackney Circle" was approved.

The other names were refused because of duplications and
confusion with similar named streets.

RECOMMENDATION:

That "Hackney Circle" be approved as a street name for
Plan 21T-87009 located east of McLaughlin Road and north
of Eglinton Avenue West.

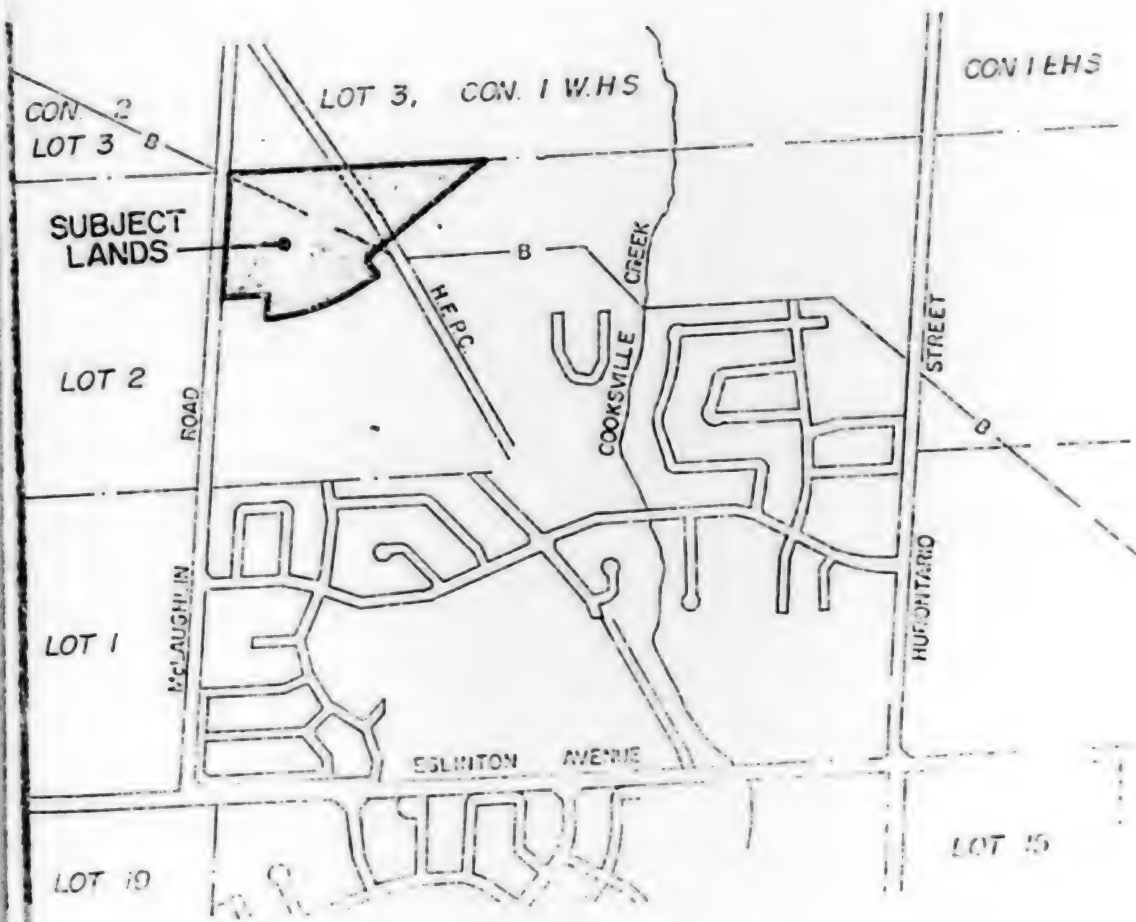

William P. Taylor, P. Eng.
Commissioner
Engineering and Works

 T/gb

cc: Councillor T. Southorn

0602E/71E

10(a)





CITY OF MISSISSAUGA

MEMORANDUM

11

To CHAIRMAN AND MEMBERS OF

From L.W. STEWART, Q.C.

Dept OPERATIONS & WORKS COMMITTEE

Dept CITY SOLICITOR

OPERATIONS/WORKS APR 01 1987 March 18, 1987

SUBJECT:

Gratuitous conveyance of part of the stopped up portion of Fifth Line West, to Canadian General Electric Company Limited, the abutting owner.

ORIGIN:

By-Law 715-86.

COMMENTS:

The above-mentioned By-Law provided for the stopping up of part of the former Fifth Line West adjacent to and north of Highway 401 and that the lands be offered for sale, subject to conditions to be fixed by Council.

RECEIVED

REGISTRY No

DATE MAR 27 1987

FILE No E-02.02.02.04

CLERK'S DEPARTMENT

This roadway was closed because the owner of the abutting lands at the time, Markborough Properties Limited, had gratuitously conveyed to the City the lands required for an alternative roadway being North Meadowvale Blvd. Therefore, it is in order to gratuitously convey this closed out portion of the former Fifth Line West to the abutting owner. Markborough Properties Limited has since conveyed the abutting lands to Canadian General Electric Company Limited and has provided a written Direction to the City to convey this part of the former Fifth Line West to that Company.

RECOMMENDATION:

That a By-Law be enacted:

- (1) Fixing the price for the lands being part of the former Fifth Line West stopped by By-Law 715-86 being Part 3, Plan 43R-13436, to be conveyed to Canadian General Electric Company Limited, the abutting owner, at one dollar; and
- (2) Authorizing the Mayor and Clerk to execute on behalf of the Corporation of the City of Mississauga the Transfer of Land in favour of the Canadian General Electric Company Limited for the lands being part of the former Fifth Line West stopped up by By-Law 715-86 being Part 3, Plan 43R-13436.

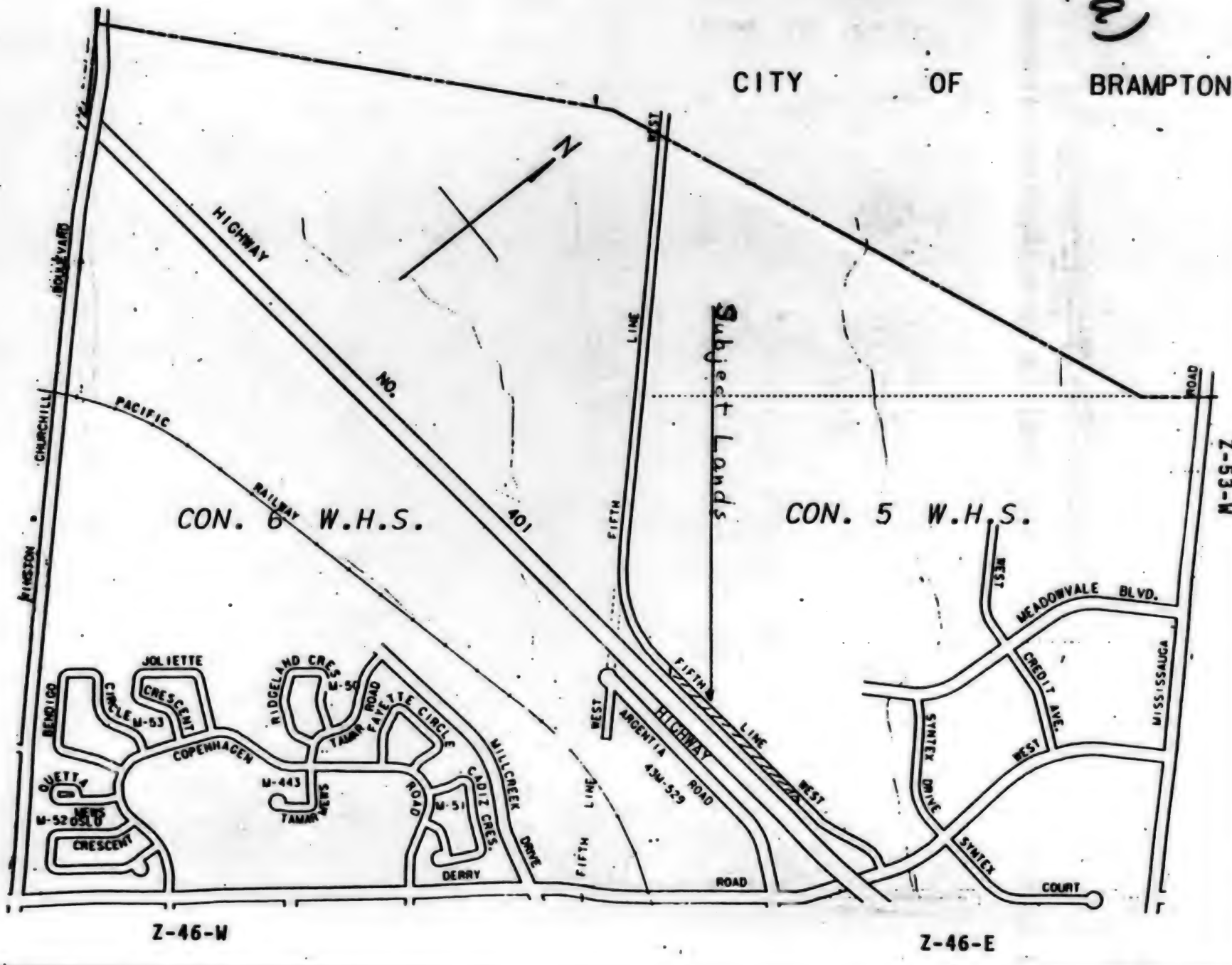
AKS
RG/lcs
1216L/63L/13

L.W. Stewart

L.W. Stewart, Q.C.
City Solicitor

3

CITY OF BRAMPTON



Z-55

Z-54-E & W

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City of Mississauga

MEMORANDUM

12

To CHAIRMAN AND MEMBERS

From Olga Carmen, Director

Dept. OPERATIONS AND WORKS COMMITTEE

Dept. Public Affairs

March 26, 1987

OPERATIONS/WORKS APR 01 1987

RECEIVED	
REGISTRY No	
DATE	MAR 27 1987
FILE No	L.07.01.04
CLERK'S DEPARTMENT	

SUBJECT: Off-Road Vehicles Information Brochure

ORIGIN: Public Affairs, City Manager's Office

BACKGROUND: Further to Council recommendation 1699-85, staff reviewed the issues related to off-road vehicles being operated on City property with representatives of the Ministry of Transportation and Communications (MTC), Peel Regional Police as well as City of Mississauga By-law Enforcement, Legal and Recreation and Parks Department staff.

The issues, as outlined in the report submitted to Council on November 12, 1985, were specifically related to off-road vehicles being operated illegally on City parklands, protected land areas and Hydro Mississauga lands.

Council recommended that Public Affairs proceed with a proposed Information Program on Off-Road Vehicles which included an information brochure, press release, inclusion in Cable 10 community programming, inclusion in the Mayor's Hour, and information on one page in the Recreation and Parks Brochure.

The off-road vehicles information brochure was to address the following issues:

1. That City property can be permanently damaged or destroyed by the use of off-road vehicles on protected parklands, public grounds and private property;
2. That the City of Mississauga is not liable for property damage or personal injury from off-road vehicles operated on City or private property;
3. That off-road vehicles must be registered and licensed with the Ministry of Transportation and Communications;
4. That operators of off-road vehicles will be subject to penalties or fines if all rules and regulations identified in the Off-Road Vehicles Act, 1983 are not followed. Fines and penalties are as established by City of Mississauga by-laws, Peel Regional Police and MTC.

12(a)

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COMMENTS:

Design and copy of the off-road vehicles brochure was completed in the fall of 1986. Approval of the copy was required from MTC, Peel Regional Police as well as City of Mississauga By-law Enforcement, Legal and Recreation and Parks Departments. Final approval was not received from all parties until late December 1986, making it impossible to produce the brochure in that year.

Public Affairs does not have funds in its 1987 budget to produce this brochure. A total of \$3,000.00 is included in the 1987 Public Affairs budget to cover single focus brochures. This amount was designated to be used on a first come, first served basis. It has already been applied to other publications. Public Affairs therefore, is seeking budget approval in order to proceed with production and distribution of the off-road vehicles brochure.

It is recommended that 10,000 copies of the off-road vehicles brochure be distributed through:

Peel Regional Police; 25 Mississauga bike shops where off-road vehicles are sold; 13 snowmobile shops; City libraries; City community centres; Malton Community Council; Meadowvale Information Centre; Ministry of Transportation and Communications; Hydro Mississauga; Board of Education offices for distribution to all secondary schools, and Erindale and Sheridan Colleges.

In addition, information from the brochure will be used in press releases, Cable 10 community programming, the Mayor's Hour, and Recreation and Parks Department reports on C.J.M.R. as well as in the City Hall page of the Mississauga News.

The costs to produce and distribute this brochure are:

Estimated Production Cost:	\$ 500.00
Estimated Printing Cost:	2,200.00
Distribution Cost:	500.00
	=====
	\$3,200.00
	=====

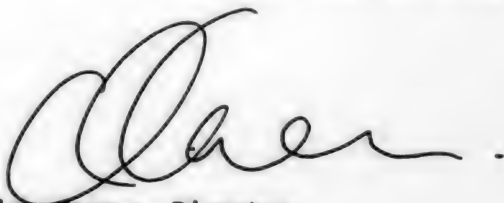
The publication can be published within six weeks of budget approval.

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12(4)

RECOMMENDATIONS:

1. That Public Affairs be directed to produce and distribute the off-road vehicles information brochure.
2. That upon completion of the off-road vehicles information brochure Public Affairs be directed to expedite the remaining components of the Information Program as recommended by Council on November 25, 1985.
3. That \$3,200.00 be transferred from the General Contingency Account to Public Affairs account #01401-07-0003 to allow for production and distribution of the off-road vehicles information brochure.



Olga Carmen, Director
Public Affairs

DOC#0377S/11-13/

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TRAFFIC SAFETY COUNCIL
0058C/179C

MARCH 25, 1987
A.03.04.11.02

REPORT NO. 3-87

To: Operations and Works Committee

OPERATIONS/WORKS APR 01 1987

LADIES AND GENTLEMEN:

The Traffic Safety Council presents its third report and recommends:

TSC-24-87 That the letter dated February 23, 1987, from Mr. R. J. Scott, Manager of Transportation & Assessment, Dufferin-Peel Roman Catholic Separate School Board, regarding crossing guards at bus stops, be received for information.

F.06.03.02
(TSC-24-3-87)

TSC-25-87 That the Bulletin from the Canada Safety Council regarding their 19th Annual Conference to be held in Toronto June 14 - 17, 1987, be received for information.

F.06.03.01
(TSC-25-3-87)

- TSC-26-87
1. That the existing "No Stopping, 8:00 a.m. - 6:00 p.m., Monday to Friday" prohibition on the south side of Paisley Boulevard through the frontage of Floradale Public School and Gordon Lummiss Park be removed, with the exception of the area through the bus loading zone in front of the school.
 2. That a "No Stopping, 8:00 a.m. - 6:00 p.m. Monday to Friday" prohibition be instituted on the north side of Paisley Boulevard West through the frontage of Floradale Public School.
 3. That 6 metre (20 ft.) parking restrictions be installed at either side of the schools two driveways.

F.06.04.02
(TSC-26-3-87)

13/a)

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March 25, 1987

TSC-27-87 (a) That the letter dated March 11, 1987, from Mr. R. J. Scott, Manager of Transportation & Assessment, Dufferin-Peel Roman Catholic Separate School Board, regarding the condition of the pathways between Rene Lamoureux and St. Charles Garnier Separate Schools, be received for information.

(b) That a Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out an afternoon site inspection at the intersection of Caribbean Court and Meadows Blvd. to determine if a Crossing Guard is warranted at this location.

F.06.03.02
(TSC-27-3-87)

TSC-28-87 That the request from Mrs. L. Keith, Principal, John Knox Christian School Society, 1884 Lakeshore Road West, Mississauga, for permission to operate a Safety Patrol Programme, be approved.

F.06.03.06
(TSC-28-3-87)

TSC-29-87 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to conduct an afternoon site inspection at Bonner Avenue between Lewisham Drive and Padstow Crescent to determine if a Crossing Guard is warranted at this location.

F.06.03.02
(TSC-29-3-87)

TSC-30-87 That Mrs. Dora Stewart, Mr. John Kidston and Mr. John Smale, Citizen Members of the Traffic Safety Council, be authorized to attend the Annual General Conference of the Ontario Traffic Conference being held in Sault Ste. Marie, Ontario, June 1, 2, 3, 1987, and further, that adequate funds be allocated to facilitate their attendance.

A.03.04.05
H.05.03
(TSC-30-3-87)

TSC-31-87 (a) That a temporary Guard be placed at the south west corner of Trelawny Circle and Tenth Line until the end of the school term, due to the excessive speeding and construction in this area.

(b) That the builder in this area be requested to construct a sidewalk on the south side of Trelawny Circle from Mockingbird Lane to Tenth Line as soon as possible.

13(b)

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March 25, 1987

(c) That Peel Regional Police be requested to monitor speeding regulations on Tenth Line in the area of Aquitaine Avenue and report their findings back to the Traffic Safety Council.

F.06.03.02
(TSC-31-3-87)

TSC-32-87 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a site inspection at Turney Drive and Shay Downs to determine if a Crossing Guard is warranted at this location.

F.06.03.02
(TSC-32-3-87)

TSC-33-87 That the report dated March 20, 1987 from the Commissioner of Engineering and Works, to the Traffic Safety Council with regard to traffic signing in front of St. Clare Separate School, Glen Erin Drive, be received for information.

F.06.03.02
(TSC-33-3-87)

TSC-34-87 That the Site Inspection Subcommittee of the Traffic Safety Council be requested to carry out a morning site inspection at Lorne Park Road and Indian Road, to determine if a second Crossing Guard is warranted in this area.

F.06.03.02
(TSC-34-3-87)

CITY OF MISSISSAUGA

MINUTES

MEETING SIX EIGHTY-SEVEN

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, APRIL 1, 1987, 9:00 A.M.

PLACE OF MEETING: HEARING ROOM, 2ND FLOOR, CIVIC CENTRE

MEMBERS PRESENT: Councillor D. Culham
Councillor F. McKechnie
Councillor D. Cook (Chairman)
Councillor S. Mahoney
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

MEMBERS ABSENT: Councillor H. Kennedy

OTHERS PRESENT: Councillor M. Prentice
Councillor P. Mullin

STAFF PRESENT: Mr. D. A. Lychak, City Manager
Mr. A. McDonald, Director, Engineering & Works
Mr. L. W. Stewart, City Solicitor
Mrs. D. Peternell, Committee Coordinator

DEPUTATIONS - NIL

MATTERS CONSIDERED:

1. Report dated March 5, 1987, from the Commissioner of Engineering and Works regarding the following proposed street names for Fuscom Subdivision and Lynn Marsh Construction Subdivision:
 - (a) Common street names for roads linking both Plans T-86017 and T-86018.

Andiron Mews	Cider Down Way	Country Manor Way
Gladebrook Square		Stonemill Square

- (b) Fuscom Subdivision 21T-86017M
Chicory Square Meadowlark Drive Crosswinds Drive
Millrose Crescent Fuscana Mews Old Country Lane
High Plains Drive Springwater Crescent
Homestead Lane White Clover Way Willow Creek Corners
- (c) Lynn Marsh Construction, 21T-86018M
Crosscreek Goldenrod Grassland Crescent
Lynn-Marsh Crescent Prairie Oyster
Stargazer Summerbreeze Trailmaster

This Submission was reviewed by the Region of Peel Street Names Committee at their meeting of March 4, 1987.

RECOMMENDATION:

That the following names be approved as street names for the Fuscom Subdivision T-86017 and the Lynn Marsh Development T-86018 located west of Mavis Road and south of Eglinton Avenue West:

- (a) Common street names for roads linking both Plans T-86017 and T-86018:
Andiron Mews Gladebrook Square Stonemill Square
- (b) Fuscom Subdivision T-86017
Crosswinds Drive Springwater Crescent
White Clover Way Willow Creek (delete "Corners")
- (c) Lynn Marsh Construction T-86018
Crosscreek Goldenrod Grassland Crescent
Stargazer Summerbreeze
Trailmaster

Councillor D. Culham, at the Operations & Works Committee meeting on March 23, 1987, requested that this report be referred to this meeting of Committee in order to investigate the possibility of more multicultural street names in the Fuscom Subdivision (part (b).)

Councillor Culham advised that his concerns have not been satisfied to date, and requested that this matter be referred to the next regular meeting of the Committee scheduled to be held on April 15, 1987.

T-86017, T-86018, F.02.07

Deferred

Operations & Works Committee - April 15, 1987 (D. Culham)

2. Report dated February 6, 1987, from the City Clerk regarding proposed closure of part of Gulleden Drive on Registered Plan M-36, Dixie/Burnhamthorpe Commercial Centre, Part of Lot 5, Concession 1, N.D.S., S.P. 422-86 and OZ-58-85.

Mr. Julian advised that pursuant to the Site Plan Committee meeting of November 13, 1986 (S.P. 422-86), in connection with the Dixie/Burnhamthorpe Commercial Centre, having regard to the heading under Traffic comments, specifically condition 2 which states "The Applicant is to contact the City's Property Section with respect to the disposition of the Right-of-Way at Gulleden Drive", the applicant will be required to reinstate this road allowance.

The right-of-way which was never constructed or travelled is an integral part of Gulleden Drive on Registered Plan M-36 having a width of 200m (66 ft.) and an area of approximately 102m² (1,100 sq. ft.). The designated right-of-way was for a future road allowance in connection with projected residential redevelopment in the area. We have been advised by the Engineering Department that the right-of-way will no longer be required for municipal purposes as the area in the vicinity of the designated road allowance is proposed for commercial redevelopment on the east side of Dixie Road complementing the existing retail operations to Burnhamthorpe Road East.

In keeping with City policy, the adjoining owners are entitled to a gratuitous conveyance of the road allowance provided that the City is reimbursed all associated costs.

This report was considered at the Operations & Works Committee meeting held on February 18, 1987, which resulted in the matter being referred back to staff to be dealt with in conjunction with the entire site plan.

The memorandum attached to the report dated February 6, 1987, from the City Clerk, to the Commissioner of Engineering & Works from the Director of Realty Services indicated that the matter has been reviewed with the Ward Councillor and as the rezoning is now complete, the report can now be reconsidered at this time.

RECOMMENDATION:

That the City Clerk be authorized to undertake the necessary procedures for the purpose of stopping up the designated 20m (66 ft.) road allowance having an area of approximately 102m² (1,100 sq. ft.) being an integral part of Gulleden Drive on Registered Plan M-36 and that the stopped up part of Gulleden Drive be reconveyed to the adjoining owners provided that the City is reimbursed all costs incurred as a result of the reconveyance of the road.

C.01.03, B.03.85058 .

Approved

See Recommendation OW-137-87 (F. McKechnie)

3. Report dated March 19, 1987, from the Commissioner of Engineering and Works regarding the assumption of the municipal services by Ventro Construction Limited, Plan 43M-473, located north of Rathburn Road East and west of Dixie Road. As far as the Engineering and Works Department is concerned, the developer of Plan 43M-473, Ventro Construction Limited, has complied with all of the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City assume the municipal services as constructed by Ventro Construction Limited under the terms of the Servicing Agreement for Plan 43M-473, located north of Rathburn Road East and west of Dixie Road.
- (b) That the Commissioner of Finance and Treasurer be authorized to release the Letter of Credit for Plan 43M-473, currently valued at \$55,443.10.
- (c) That the Commissioner of Finance and Treasurer be authorized to return a Pre-Servicing Deposit in the amount of \$8,382.20 for Plan 43M-473.
- (d) That a by-law be enacted establishing the road allowance within Plan 43M-473, as public highway and part of the municipal system of the City of Mississauga.

B.06.473.02

Approved

See Recommendation OW-138-87 (T. Southorn)

4. Report dated March 17, 1987, from the Commissioner of Engineering and Works regarding the assumption of the municipal services constructed by Ventro Construction Limited, Plans M-373 and M-374, located north of Burnhamthorpe Road East and east of Tomken Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Engineering Agreement for the installation of municipal services within Plans M-373 and M-374.

It should be noted that this Engineering Agreement also included the installation of municipal services for Plan M-372 and that the works have been completed and assumed by the City on March 18, 1985.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal services constructed by Ventro Construction Limited under the terms of the Engineering Agreement for Plans M-373 and M-374, located north of Burnhamthorpe Road East and east of Tomken Road.
- (b) That the Commissioner of Finance and Treasurer be authorized to release the Letter of Credit for Plans M-373 and M74, currently valued at 93,801.78.
- (c) That a by-law be enacted establishing the road allowance within Plans M-373 and M-374 as public highway and part of the municipal system of the City of Mississauga.

B.06.373.02, F.02.02

Approved

See Recommendation OW-139-87 (T. Southorn)

5. Report dated March 18, 1987, from the Commissioner of Engineering and Works regarding unsanitary premises caused by dogs and cats. Mr. Taylor advised that on January 15, 1987, Regional Council passed the following recommendation:

"That the Commissioner and Medical Officer of Health request area municipalities to amend existing by-laws or enact new by-laws to provide by-law enforcement officers with authority to ensure adequate standards and maintenance of properties where pets are present;

And further, that by-law enforcement officers respond to complaints regarding the fouling of properties by dogs and cats."

The Property Standards Section have routinely dealt with complaints regarding the fouling of properties by dogs and cats and have been able to resolve these matters under the Property Standards By-law 457-82. We have as a matter of standard procedure, referred these complaints to the Region of Peel Health Department for their investigation in case there was a health problem present. However, since the Medical Officer of Health states that there is no health hazard to the general population with animal excrement we will cease forwarding the locations to his offices.

Concern was expressed by Members of Committee as to the seriousness of the matter of animal excrement in public parks as well as private properties, and the inconvenience to the public when using the parks for their quiet enjoyment. Councillor D. Culham advised that the original complaint was in his ward and requested staff to reinvestigate the matter from a By-law Enforcement point of view.

Councillor T. Southorn stressed that more enforcement must be taken by the City to levy fines to those who are in contravention of the by-laws. He questioned staff as to the status of the report which is to be prepared regarding the control of cats as the public have expressed that they want similar control of cats as with dogs in the community.

Mr. McDonald advised that this report is complete and will be placed on the next meeting of Operations & Works.

Councillor P. Mullin advised that she had read a newspaper article in which the City of Etobicoke have taken serious steps to control the dog and cat problem in that City. She requested staff investigate what other municipalities are doing about this problem.

Councillor Culham stated that the solution could be through public awareness which would prompt citizens complaints and suggested this as an excellent program for students in the summer. He also suggested that the ratepayer groups be requested to place this before their members.

Councillor S. Mahoney suggested the Mississauga Clean City Campaign be asked for their comments as to how the public can be educated.

The City Manager advised that he will instruct Public Affairs to work with the Engineering Department to incorporate a program of public awareness with an article in the local newspapers to remind the citizens of the by-law and their responsibility.

Councillor Southorn requested that staff of Public Affairs also review the current City brochure which addresses this matter and make the facts more clear.

RECOMMENDATION:

- (a) That staff of the By-law Enforcement & Licensing Section cease forwarding complaints regarding dog and cat excrement to the Regional Medical Officer of Health.
- (b) That the By-law Enforcement & Licensing Section continue to deal with complaints regarding dog and cat excrement through the Property Standards By-law 457-82 as amended.

L.07.04.01

Approved

See Recommendation OW-140-87 (D. Culham)

6. Report dated March 12, 1987, from the Commissioner of Engineering and Works regarding mud tracking and clean up on City streets. Mr. Taylor advised that the tracking of mud and debris onto City streets has been an ongoing concern for both the City and the travelling public. Owing to the very busy season which was experienced in Mississauga in 1986, complaints have multiplied because of the large number of construction sites.

Mr. Taylor advised that the City is equipped to deal with mud tracking from subdivisions or from major road construction projects as City Inspectors visit these sites frequently. On the many private building sites however, Engineering and Works Inspectors are not on the site and therefore the mud tracking control in these areas is largely a response to complaints from the public, or if an inspector happens on the scene. Thus, two response procedures are required to deal with mud tracking.

For developments under a Servicing Agreement our current practice in subdivisions is to issue a Mud Tracking Violation Notice to developers which states that the City may take action within 24 hours if the mud tracking is not cleaned up. The drawback to this is that it often may be some time before a follow up trip can be scheduled, to verify that the clean up has taken place. In addition with the high level of activity a roadway can become fouled again quite quickly once a clean up has taken place.

Based on the assumption that all contractors are aware, or should be well aware of the City requirements and the need to keep mud and debris off City roadways, and therefore, it should be an ongoing concern of the contractors and developers to control the mud tracked onto roadways whether or not any specific instructions for clean up have been issued for the City, the following revised procedure is proposed.

Firstly, the 24 hour waiting period be eliminated, therefore once a mud, dust or debris problem becomes apparent, City Inspectors will issue a Mud Tracking Violation Notice stating that the City will be making arrangements for the clean up and will be billing the appropriate party responsible. The Inspection staff will then send a copy of the notice directly to the Works Department indicating whether it is a high, medium or low priority and the Works Department would be authorized to respond accordingly. We anticipate that this procedure would take less overall staff time as well as impressing on the responsible parties that there is a need to carry out clean up of roadways on an ongoing basis. Some cost recoveries may be difficult from private building contractors, however our best efforts would be used, and when deposits are in place, these funds would be drawn.

For developments not under a Servicing Agreement or where deposits are not available, the By-Law Enforcement Section will be asked to order the clean up. Costs would have to be recovered from the offending contractor and may involve court actions.

The Works Department capacity to carry out additional clean ups may have to be reviewed in light of other priorities. Currently each yard (Clarkson, Mavis and Malton), has a sweeper and a front end loader which could be used. In addition one City flusher truck is available but now used sparingly. In order to operate this equipment, staff may have to be re-assigned from other duties as required, as no full time standby staff is provided.

Alternatively, a private contractor could be engaged for the cleaning and flushing requirements on an "as needed" basis.

In response to an inquiry by Councillor M. Prentice as to how the City can control the problem of mud tracking and debris, Mr. McDonald advised that there are two types of developers in the City, i.e. one who builds under a Subdivision Agreement signed with the City wherein the City can draw upon a letter of credit for clean up purposes and the other who builds outside the plan of subdivision in which a cash deposit is placed with the City.

Councillor Prentice advised of a problem in her ward where no deposit had been left to cover clean up, etc. and inquired as to how the City can collect the money. Mr. McDonald advised that action is taken by the City under the Highway Traffic Act in the courts. He stated, however, that this is unusual as most builders are covered by a letter of credit.

Councillor P. Mullin expressed concern with development which occurs outside of the municipality i.e. Winston Churchill Boulevard and the attitude of the neighbouring municipality with mud tracking. She requested Engineering staff to contact staff of the Town of Oakville to put pressure on their developers. Mr. McDonald advised that if it is Winston Churchill Boulevard, it is a Regional problem, but stated that he would look into the matter.

In response to an inquiry by Councillor Mullin as to the frequency of sweeping of City streets, Mr. McDonald advised that the typical residential road is swept once a year. Councillor Mullin requested staff to review if this is sufficient. Mr. McDonald advised that a report is presently being prepared to address the different levels of service provided on roads and sweeping will be incorporated in this report. He advised that there are designated truck routes in the City and certain streets are barricaded in subdivisions to restrict the truck routes; however, past experience indicates that the trucks use the shortest routes possible to get from one site to another.

Councillor F. McKechnie requested the Engineering Department to investigate the by-law which controls the placing of fill on private lands.

Mayor McCallion expressed concern that City inspectors and Regional staff who are on the site are not doing their jobs. Mr. McDonald advised that the inspectors are requested to report on what constitutes a hazard or liability to the City.

RECOMMENDATION:

- (a) That commencing in 1987 the Commissioner of Engineering and Works or his designate, be authorized to initiate the clean up of mud and debris on City roadways where he considers it necessary and in the interest of safety or convenience of the travelling public.
- (b) That, effective immediately, the Servicing Agreement be amended to delete the 24 hour notice period and to provide for additional securities to cover mud tracking clean-up.

- (c) That, where possible, costs are to be recovered from the parties who, in the opinion of the Commissioner of Engineering and Works, are responsible for the debris, mud or dust on the roadway, and that such costs include a 25% surcharge over the City's costs, and further, that the Commissioner of Finance and Treasurer be authorized to automatically withdraw from the developer's securities such amounts as required to cover the costs.
- (d) That for mud tracking violations which occur outside of Servicing Agreements or where adequate deposits are not available to cover the cost, that staff be authorized to recover any costs through whatever means are available.
- (e) That all department heads advise staff to report instances of mud tracking to the Inspection Department.

F.01.01

Approved

See Recommendation OW-141-87 (S. Mahoney)

7.

Report dated March 16, 1987, from the Commissioner of Engineering and Works in response to a petition from area residents requesting an all-way stop at Bough Beeches Boulevard and Claypine Rise (both intersections).

Mr. Taylor advised that the Engineering Department has investigated this request to install all-way stops at both intersections. The following results have been presented to the area Councillor, M. Prentice, and area representatives who have endorsed the Engineering Departments recommendations.

Manual turning movements were conducted on July 17, 1986 and the results of all-way stop warrant calculations derived from the a.m. plus p.m. peak hours, averaged, are as follows:

Bough Beeches/Claypine (west intersection):

Part 'A'	Volume from all approaches	74%
Part 'B'	Minor street volume	24%

Bough Beeches/Claypine (east intersection):

Part 'A'	Volume from all approaches	74%
Part 'B'	Minor street volume	24%

Both parts 'A' and 'B' individually must equal or exceed 100% for a warrant to be met.

Our investigation also included a vehicle speed analysis on Bough Beeches Boulevard east of Claypine Rise (east intersection) in the 50 km/h speed zone. This resulted in an 85th %ile speed of 57 km/h. This result does not warrant Police enforcement.

April 1, 1987

Accident records were also reviewed on Bough Beeches Boulevard, from Fieldgate Drive easterly to Rathburn Road, and to date, eleven (11) accidents have been reported. The following is a breakdown by collision type:

-	Hit parked vehicle	7
-	Improper backing from driveway	2
-	Impaired (left roadway)	1
-	Improper turn at intersection	1

Based on these study results and our site inspection, we have concluded that most accidents (80%), and the problems residents are concerned with through the curves on Bough Beeches Boulevard are a result of on-street parking. Bough Beeches Boulevard has been constructed with 8.5 metres (28 ft.) of pavement, only capable of supporting parking on one side while still maintaining two through lanes of traffic. As this is a local collector roadway, vehicle volumes are higher than on a local residential street and parking on both sides of the street causes drivers to swerve their vehicles back and forth across the road between the parked cars. This action results in the potential for vehicle conflict, especially around the road curves.

Therefore, the Engineering Department recommends that prohibitive parking signs be installed on the south and west sides of Bough Beeches Boulevard from Fieldgate Drive to Beechknoll Avenue (south intersection) with the exception of the area fronting Saint Martha and Mary Separate School. It is felt that this prohibition will increase sight lines at intersecting streets and clear street congestion, especially through the curves. The reduction of these on-street parking spaces will not present any problem since sufficient on-site parking is available, as every residence has both a double garage and double driveway. It is only through convenience that on-street parking is occurring.

RECOMMENDATION:

- (a) That all-way stops not be installed at either intersection of Bough Beeches Boulevard and Claypine Rise as warrants are not fulfilled.
- (b) That a by-law be enacted prohibiting parking on Bough Beeches Boulevard from Fieldgate Drive to Beechknoll Avenue (south intersection) south and west sides, except through the area fronting Saint Martha and Mary Separate School.

F.06.04.05

Approved

See Recommendation OW-142-87 (D. Culham)

8. Report dated March 20, 1987, from the Commissioner of Engineering and Works with respect to right turn on red signal prohibition - Haig Boulevard and the South Service Road.

Mr. Taylor advised that as part of the current Dixie Mall expansion a new mall access will be created parallel and adjacent to Haig Boulevard intersecting the South Service Road and, the entire intersection will be signalized.

In order to accommodate the mall access as part of this intersection, its alignment will be somewhat non-standard and will require separate signal phasing to control the various traffic movements. In this regard, to avoid potential conflict with vehicular and pedestrian traffic, it will be necessary to prohibit northbound to eastbound right turns on the red signal on Haig Boulevard at the South Service Road.

RECOMMENDATION:

That a by-law be enacted authorizing the prohibiting of northbound to eastbound right turns on Haig Boulevard at the South Service Road facing a red traffic signal.

F.06.04.07

Approved

See Recommendation OW-143-87 (D. Culham)

9. Report dated March 16, 1987, from the Commissioner of Engineering and Works regarding right-of-way designation at Brentano Boulevard/North Service Road and Brentano Boulevard/Laughton Avenue. Mr. Taylor advised that Councillor D. Cook has requested the Engineering Department to review the intersections of Brentano Boulevard/North Service Road and Brentano Boulevard/Laughton Avenue with respect to changing right-of-way designation.

Currently, at Brentano Boulevard/North Service Road, there exists an eastbound stop sign requested to be changed to a yield sign. A yield sign may be considered for use in assigning the right-of-way at an intersection where the following criteria are met:

- (a) The view at the intersection permits a "safe approach speed" on the approach having the minor volume of 15 km/h or more.
- (b) At a channelized intersection where a separate one-way right turn leg enters the through highway on a steep grade or without an adequate lane to allow for the acceleration up to the speed of through traffic.

Engineering personnel have reviewed these intersections and determined that condition (a) is the appropriate criteria for assigning right-of-way control at these intersections. Further, we have determined that these conditions have been met as unlimited sight lines exist for eastbound traffic at this intersection. Therefore, the Engineering Department has no objections in changing right-of-way control at Brentano Boulevard/North Service Road, from eastbound stop to yield.

The intersection of Brentano Boulevard/Laughton Avenue currently is controlled by north and southbound yield signs which were installed in 1984 under a citywide experimental project. Councillor Cook has advised the Engineering Department that the area residents now wish right-of-way control to be changed back to the original north and southbound stop. The Engineering Department has no objections in changing right-of-way control at Brentano Boulevard/Laughton Avenue to north and southbound stop.

RECOMMENDATION:

That a by-law be passed authorizing the re-designation of right-of-way control at:

- (a) Brentano Boulevard/North Service Road;
- from eastbound stop to an eastbound yield.
- (b) Brentano Boulevard/Laughton Avenue;
- from a north and southbound yield
to a north and southbound stop.

F.06.04.05

Approved

See Recommendation OW-144-87 (S. Mahoney)

10.

Report dated March 16, 1987, from the Commissioner of Engineering and Works regarding the following proposed street names for Kent Subdivision, 21T-87009.

Mr. Taylor advised that R. G. Davidson submitted the following names as proposed street names for the above development:

Hackney Circle
Kent Lane
Oakbridge Street
Serius Court

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of March 4, 1987 and the name "Hackney Circle" was approved.

The other names were refused because of duplications and confusion with similar named streets.

RECOMMENDATION:

That "Hackney Circle" be approved as a street name for Plan 21T-87009 located east of McLaughlin Road and north of Eglinton Avenue West.

T-87009, F.02.07

Approved

See Recommendation OW-145-87 (T. Southorn)

11.

Report dated March 18, 1987, from the City Solicitor with respect to gratuitous conveyance of part of the stopped up portion of Fifth Line West, to Canadian General Electric Company Limited, the abutting owner.

Mr. Stewart advised that By-law 715-86 provided for the stopping up of part of the former Fifth Line West adjacent to and north of Highway 401 and that the lands be offered for sale, subject to conditions to be fixed by Council.

This roadway was closed because the owner of the abutting lands at the time, Markborough Properties Limited, had gratuitously conveyed to the City the lands required for an alternative roadway being North Meadowvale Blvd. Therefore, it is in order to gratuitously convey this closed out portion of the former Fifth Line West to the abutting owner. Markborough Properties Limited has since conveyed the abutting lands to Canadian General Electric Company Limited and has provided a written Direction to the City to convey this part of the former Fifth Line West to that Company.

RECOMMENDATION:

That a by-law be enacted:

- (a) Fixing the price for the lands being part of the former Fifth Line West stopped by By-Law 715-86 being Part 3, Plan 43R-13436, to be conveyed to Canadian General Electric Company Limited, the abutting owner, at one dollar (\$1.00); and
- (b) Authorizing the Mayor and Clerk to execute on behalf of the Corporation of the City of Mississauga the Transfer of Land in favour of the Canadian General Electric Company Limited for the lands being part of the former Fifth Line West stopped up by By-Law 715-86 being Part 3, Plan 43R-13436.

E.02.02.04

Approved

See Recommendation OW-146-87 (T. Southorn)

April 1, 1987

12. Report dated March 26, 1987, from the Director of Public Affairs with respect to Off-Road Vehicles Information Brochure.

Ms. Carmen advised that further to General Committee Recommendation 1699-85, staff reviewed the issues related to off-road vehicles being operated on City property with representatives of the Ministry of Transportation and Communications (MTC), Peel Regional Police as well as City of Mississauga By-law Enforcement, Legal and Recreation and Parks Department staff.

The issues, as outlined in the report submitted to Council on November 12, 1985, were specifically related to off-road vehicles being operated illegally on City parklands, protected land areas and Hydro Mississauga lands.

Council recommended that Public Affairs proceed with a proposed Information Program on Off-Road Vehicles which included an information brochure, press release, inclusion in Cable 10 community programming, inclusion in the Mayor's Hour, and information on one page in the Recreation and Parks Brochure.

The off-road vehicles information brochure was to address the following issues:

1. That City property can be permanently damaged or destroyed by the use of off-road vehicles on protected parklands, public grounds and private property;
2. That the City of Mississauga is not liable for property damage or personal injury from off-road vehicles operated on City or private property;
3. That off-road vehicles must be registered and licensed with the Ministry of Transportation and Communications;
4. That operators of off-road vehicles will be subject to penalties or fines if all rules and regulations identified in the Off-Road Vehicles Act, 1983 are not followed. Fines and penalties are as established by City of Mississauga by-laws, Peel Regional Police and MTC.

Design and copy of the off-road vehicles brochure was completed in the fall of 1986. Approval of the copy was required from MTC, Peel Regional Police as well as City of Mississauga By-law Enforcement, Legal and Recreation and Parks Departments. Final approval was not received from all parties until late December 1986, making it impossible to produce the brochure in that year.

Public Affairs does not have funds in its 1987 budget to produce this brochure. A total of \$3,000.00 is included in the 1987 Public Affairs budget to cover single focus brochures. This amount was designated to be used on a first come, first served basis. It has already been applied to other publications. Public Affairs therefore, is seeking budget approval in order to proceed with production and distribution of the off-road vehicles brochure.

It is recommended that 10,000 copies of the off-road vehicles brochure be distributed through:

Peel Regional Police; 25 Mississauga bike shops where off-road vehicles are sold; 13 snowmobile shops; City libraries; City community centres; Malton Community Council; Meadowvale Information Centre; Ministry of Transportation and Communications; Hydro Mississauga; Board of Education offices for distribution to all secondary schools, and Erindale and Sheridan Colleges.

In addition, information from the brochure will be used in press releases, Cable 10 community programming, the Mayor's Hour, and Recreation and Parks Department reports on C.J.M.R. as well as in the City Hall page of the Mississauga News.

The costs to produce and distribute this brochure are:

Estimated Production Cost:	\$ 500.00
Estimated Printing Cost:	2,200.00
Distribution Cost:	500.00
	=====
	\$3,200.00
	=====

The publication can be published within six weeks of budget approval.

In response to an inquiry by Councillor D. Culham as to why this item was not included in recent budget discussions, the City Manager advised that this request was put forward in the Public Affairs budget as part of a general amount for information brochures; however, the information brochures amount was cut back by the staff budget committee in the first round of considerations. Public Affairs was not aware at that time, that this specific amount had been reduced. As this request has been outstanding since 1985, he is recommending that it be considered at this time.

Councillor Culham discussed the distribution possibilities and requested that a copy be distributed to the ratepayers executive to draw to the attention of their members.

Mayor McCallion expressed her concern that there is improper signage in City parks to address the problems encountered with animal excrement, litter, the use of off-road vehicles, etc. and suggested that signs be posted to encompass all of the problems. The City Manager advised that he would review the matter of signage with the Commissioner of Recreation and Parks and report back to Committee.

April 1, 1987

RECOMMENDATION:

- (a) That Public Affairs be directed to produce and distribute the off-road vehicles information brochure;
- (b) That upon completion of the off-road vehicles information brochure, Public Affairs be directed to expedite the remaining components of the Information Program as recommended by Council on November 25, 1985;
- (c) That \$3,200.00 be transferred from the General Contingency Account to Public Affairs account #01401-07-0003 to allow for production and distribution of the off-road vehicles information brochure.

L.07.01.04

Approved

See Recommendation OW-147-87 (D. Culham)

13.

Report 3-87 of the Traffic Safety Council meeting held on March 25, 1987.

A.03.04.11.02

Approved

See Recommendations OW-148-87 to OW-158-87 (D. Culham)

Recommendations:

As per Report 6-87

Adjournment:

10:30 a.m.

APRIL 15, 1987

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, APRIL 15, 1987, 9:00 A.M.

HEARING ROOM - SECOND FLOOR - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor F. McKechnie
Councillor D. Culham
Councillor D. Cook
Councillor S. Mahoney (Chairman)
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department
Date: April 9, 1987

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

INDEX - OPERATIONS AND WORKS COMMITTEE - APRIL 15, 1987

<u>ITEM</u>	<u>FILE</u>	<u>SUBJECT</u>
1.	T-86017	Fuscom Subdivision and Lynn Marsh Construction Subdivision - Proposed Street Names
2.	J.05.86100	Transit Building Development Plan Study
3.	D.01.03	Transit Advisory Group
4.	K.03.01	1987 Asphalt Resurfacing Contract
5.	T-80004	Sherwood Hills Subdivision - Lot 11/Condition 2(e) Schedule 'C'
6.	B.06.432.02	Galeway Estates Subdivision - Reduction of Minimum Building Setback
7.	B.06.519.02	Sorrento Developments Limited - Assumption of Municipal Services
8.	B.06.132.02	Ontim Subdivision - Assumption of Municipal Services
9.	B.06.424.02	Kenley Subdivision - Assumption of Municipal Services
10.	F.02.04.03	Haig Blvd./Ogden Avenue/Alexandra Avenue and Revus Road - Temporary Road Closings - C.N. Railway Crossing Repairs
11.	F.06.04.02	Willowbank Trail - Parking and Stopping Prohibitions Philip Pocock and St. Vincent De Paul Separate Schools
12.	F.06.04.02	Golden Orchard Drive - Stopping Prohibitions - St. Basil's Separate School
13.	F.06.04.02	Tranmere Drive and Drew Road - Parking Prohibition
14.	J.05.86034	Sawmill Creek Channel Improvements (West Branch) and Sanitary Sewer Extension - Consultants Agreement - The Proctor and Redfern Group
15.	J.05.86035.01	Little Etobicoke Creek - Flood and Erosion Control Study - Consultants Agreement - Cumming-Cockburn
16.	F.06.01.02	Provincial Offences Act Part II
17.	E.02.02.02.28	3333 Winston Churchill Blvd. - Crossing of One Foot Reserve

Operations/Works

April 15, 1987

18. A.02.03.17.02 Inquest into the death of Dennis Huntley - Coroner's Recommendations
19. E.02.02.26 Barbertown Road Conveyance of Road Widening - Pentecostal Assemblies of Canada
20. E.02.04.01 Kenfask Development Limited - Easement
21. F.08.07.01 Solid Waste Management

CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

APRIL 15, 1987

MATTERS FOR CONSIDERATION:

1. Report dated March 5, 1987, from the Commissioner of Engineering and Works regarding the following proposed street names for Fuscom Subdivision and Lynn Marsh Construction Subdivision:
 - (a) Common street names for roads linking both Plans T-86017 and T-86018.

Andiron Mews	Cider Down Way	Country Manor Way
Gladebrook Square		Stonemill Square
 - (b) Fuscom Subdivision 21T-86017M

Chicory Square	Meadowlark Drive	Crosswinds Drive
Millrose Crescent	Fuscana Mews	Old Country Lane
High Plains Drive	Springwater Crescent	
Homestead Lane	White Clover Way	Willow Creek Corners
 - (c) Lynn Marsh Construction, 21T-86018M

Crosscreek	Goldenrod
Grassland Crescent	Lynn-Marsh Crescent
Prairie Oyster	Stargazer
Trailmaster	Summerbreeze

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of March 4, 1987.

RECOMMENDATION:

That the following names be approved as street names for the Fuscom Subdivision T-86017 and the Lynn Marsh Development T-86018 located west of Mavis Road and south of Eglinton Avenue West:

- (a) Common street names for roads linking both Plans T-86017 and T-86018:

Andiron Mews	Gladebrook Square	Stonemill Square
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(b) Fuscom Subdivision T-86017

Crosswinds Drive Springwater Crescent
White Clover Way Willow Creek (delete "Corners")

(c) Lynn Marsh Construction T-86018

Crosscreek Goldenrod Grassland Crescent
Stargazer Summerbreeze
Trailmaster

Councillor D. Culham, at the Operations & Works Committee meeting on March 23, 1987, requested that this report be referred to this meeting of Committee in order to address concerns with the street names west of Mavis Road in the Fuscom Subdivision (part (b)).

Councillor Culham, at the Operations and Works Committee meeting on April 1, 1987, requested that the report be deferred to the next meeting for further consideration.

T-86017

T-86018

F.02.07

DIRECTION REQUIRED

2.

Report dated March 16, 1987, from the Transit General Manager regarding the Transit Building Development Plan Study. The Ministry of Transportation and Communications has approved in principle the study and will share equally in the upset cost of \$20,000.00. The 1987/7 Transit Budget includes an amount of \$10,000 for this project.

A list of seven suitable consultants, provided by the Ministry were invited to submit project proposals in accordance with the terms of reference. Six consultants responded and were interviewed by a Selection Committee of Transit Management and MTC staff.

A copy of the study Terms of Reference is attached and the Consultant's proposal is enclosed separately for Members of Council.

RECOMMENDATION:

- (a) That the firm of R.E. Winter and Associates Ltd. be engaged to carry out the Transit Building Development Plan Study as set out in the Terms of Reference and accepted Study Proposal dated February 13, 1987.
- (b) That the Ministry of Transportation and Communications be requested to fund up to \$10,000.00 or fifty (50) of the Study costs.
- (c) That an agreement be prepared between the City and R.E. Winter and Associates prior to commencement of the Study.

J.05.86100

RECOMMEND ADOPTION

3. Report dated March 23, 1987, from the Commissioner of Engineering and Works regarding a meeting attended by the Mayor convened by the Honourable Ed Fulton to meet members of the Transit Advisory Group which has been set-up by the Ministry of Transportation and Communications.

The Transit Advisory Group which was appointed by the Minister consists of a number of individuals with a broad knowledge of transit and the environment of the Toronto area commuter shed.

The objective of this group is to identify the range of institutional alternatives available to government for improving transit services for cross-boundary travel in the Go-Transit service area and make recommendations on how present and future requirements can best be accommodated. Consideration will be given to improved co-ordination and interpretation of functions and services as well as organizational and financial arrangements.

The report summarizes the issues and options and provides the background on the matter.

RECOMMENDATION:

- (a) That the City of Mississauga reconfirm previous endorsement of the suggested co-ordination alternative for Transit institutional arrangement.
- (b) The Ministry of Transportation and Communications assume the role of Co-ordinator.
- (c) That the report dated March 23, 1987 be forwarded to D. Paterson, Coordinator of the Transit Advisory Group.

D.01.03

RECOMMEND ADOPTION

4. Report dated April 3, 1987, from the Commissioner of Engineering and Works enclosing a list of recommended roads which constitute the 1987 Asphalt Resurfacing Program and are identified as high priority at a total estimated cost of \$2,922,000.00. The Region of Peel has confirmed that no conflict exists with the proposed program. The Engineering Department will undertake a 'Pavement Management Review' of all road systems within the City and will submit an outline of a five (5) year program of 'Asphalt Resurfacing' for Council's review in early 1988.

RECOMMENDATION:

That the report dated April 2, 1987, from the Commissioner of Engineering and Works outlining the 1987 Asphalt Resurfacing Program be approved.

K.03.01

RECOMMEND ADOPTION

5. Report dated April 6, 1987, from the Commissioner of Engineering and Works regarding the waiving of Condition 2(e) Schedule 'C' of the Engineering Agreement with respect to Lot 11, T-80004, Sherwood Hills Subdivision Phase II, located east of Erin Mills Parkway and south of Dundas Street West. Under this condition, the driveway access for Lot 11 is to be located on Hammond Road as far removed from the intersection with King Forrest Drive as possible.

Because of the configuration of Lot 11, the architect is unable to site the desired dwelling and maintain compliance with the minimum requirements of the Zoning By-Law and the builder has requested the City's permission to locate the access on King Forrest Drive. This is no objection to the proposed location of the driveway from a traffic standpoint.

RECOMMENDATION:

That Condition 2(e) of Schedule 'C' of the Engineering Agreement for Sheridan Hills Subdivision Phase II, T-80004, located east of Erin Mills Parkway and south of Dundas Street West, be waived with respect to Lot 11.

T-80004

RECOMMEND ADOPTION

6. Report dated April 6, 1987, from the Commissioner of Engineering and Works regarding an Amendment to Schedule 'C', Subsection 6 of the Engineering Agreement for Galeway Estates Subdivision, Plan 43M-432, located north of Dundas Street West and east of Winston Churchill Boulevard, reducing the minimum building setback from the east property line of Lot 10 of that plan from 10 metres (32.8 feet) to 6.5 metres (21.33 feet). In accordance with the requirement, no buildings or structures were permitted to be located within 10 metres (32.8 feet) of the easterly lot line of Lots 1, 10 and Block 12, Plan 43M-432. This condition was imposed at the request of Trans-Canada Pipelines who have facilities located within a 9.144 metre (30 feet) gas easement located immediately east of Plan 43M-432.

A proposal has been submitted to construct a commercial building on Lot 10 having a minimum setback of 6.25 metres (20.5 feet) from the easterly lot line. The enclosed letter dated March 24, 1987, from Galeway Estates Limited requests that the building setback restriction for Lot 10 pursuant to the requirements of Schedule 'C', Subsection 6, be deleted to permit construction of the proposed commercial building.

Also enclosed is a copy of a letter dated March 16, 1987, from Trans-Canada Pipelines indicating that they have reviewed the site plan for the proposed commercial building and have no objection to a reduced setback from the easterly limit of Lot 10, subject to the provision that no work be undertaken within the easement and that no building material or fill be stored thereon.

RECOMMENDATION:

- (a) That with respect to Schedule 'C', Subsection 6 of the Engineering Agreement for Galeway Estates Subdivision, Plan 43M-432, located north of Dundas Street West and east of Winston Churchill Boulevard, the developer be advised that the minimum setback for Lot 10 of that plan be reduced from 10 metres (32.8 feet) to 6.25 metres (20.5 feet).
- (b) That as a condition of granting the reduced setback pursuant to (a) above the developer be advised that no works are to be undertaken within the 9.144 metre (30 feet) Trans-Canada Pipeline easement and that no building material or backfill are to be stored thereon.

B.06.432.02

RECOMMEND ADOPTION

April 15, 1987

7. Report dated March 31, 1987, from the Commissioner of Engineering and Works regarding the assumption of the municipal services constructed by Sorrento Developments Limited, Plan 43M-519, located north of Rathburn Road East and east of Dixie Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal services as constructed by Sorrento Developments Limited under the terms of the Servicing Agreement for Plan 43M-519, located north of Rathburn Road East and east of Dixie Road.
- (b) That the Commissioner of Finance and Treasurer be authorized to release the Letter of Credit for Plan 43M-519, currently valued at \$80,010.32.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-519, as a public highway and part of the municipal system of the City of Mississauga.

B.06.519.02

RECOMMEND ADOPTION

8. Report dated March 31, 1987, from the Commissioner of Engineering and Works regarding the assumption of the municipal works for Ontim Subdivision, Plan M-132, located south of Dundas Street West and east of Glengarry Road. As far as the Engineering and Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City assume the municipal works constructed by the developer under the terms of the Engineering Agreement for Ontim Subdivision, Plan M-132, located south of Dundas Street West and east of Glengarry Road.
- (b) That the securities (current value \$25,867.80) for the Engineering Agreement for Plan M-132 be released to the developer, Green Park Residential Developments Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan M-132, as public highway and part of the municipal system of the City of Mississauga.

B.06.132.02

RECOMMEND ADOPTION

9. Report dated March 16, 1987, from the Commissioner of Engineering and Works regarding the assumption of the municipal works for Kenley Subdivision, Plan 43M-424, located north of Derry Road West and west of Winston Churchill Boulevard. The developer, Kenley Developments Limited, has complied with all the requirements of the Engineering Agreement for the installation of municipal services except for various outstanding above ground deficiencies in the amount of \$17,336.98. The developer has provided the City with a cheque in this amount and the City Subdivision Repair Contractor will correct these deficiencies in the 1987 construction season.

Grading, topsoiling and seeding has not been completed on vacant Lots 66 and 67 and Blocks 135 to 139 inclusive. An amount of \$5,000.00 will be held back on the Letter of Credit to ensure that these works are completed by the developer in the 1987 construction season. The Region of Peel has requested that the amount of \$8,750.00 be retained in the Letter of Credit to provide for water service box protection for the lots currently under construction.

The consulting engineer, Skira & Associates Ltd., cannot issue final lot grading certificates for the following lots: 2L, 3R, 8L, 14L, 15R, 16L, 18L, 19R, 20L, 21R, 38, 39, 40, 41, 42, 43, 45, 46, 47, 48, 60R, 61L, 64L, 65R, 70L, 73L, 74R, 75L, 76R, 76L, 77R, 85, 86, 90, 91, 92, 94, 95, 96, 97, 98, 99, 113R, 128L. This situation resulted from homeowners altering the grading or not wanting the grading changed and subsequently executing a waiver and/or homeowners refusing to sign a waiver and would not permit the developers forces to undertake the grading corrections.

Settlements have occurred on Lots 14L, 15R, 78, 99, 113R and 125R and homeowners are requesting that these problems be corrected. These are not on lots altered by the homeowners and therefore an amount of \$9,000.00 will be held back on the Letter of Credit to ensure that these remedial works are completed by the developer in the Spring of 1987 as soon as sod is available.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer, Kenley Developments Limited under the terms of the Engineering Agreement for the Kenley Subdivision, Plan 43M-424, located north of Derry Road West and west of Winston Churchill Boulevard.
- (b) That the Commissioner of Finance and Treasurer be authorized to reduce the Letter of Credit (current value \$135,223.62) to \$22,750.00 and that on completion of the outstanding works, as detailed in the Engineering and Works Department report dated March 16, 1987, by Kenley Developments Limited, the Commissioner of Finance and Treasurer be authorized to release the remaining amount.

- (c) That a by-law be enacted establishing the road allowances within Plan 43M-424 as public highway and part of the municipal system of the City of Mississauga.

B.06.424.02

RECOMMEND ADOPTION

10. Report dated April 1, 1987, from the Commissioner of Engineering and Works regarding the temporary road closures - Haig Boulevard, Ogden Avenue, Alexandra Avenue and Revus Road at C.N. Railway Crossings. C.N. Rail has commenced a program of Track Tie and Ballast Rehabilitation on all main railway lines. The program includes the installation of 46,000 hardwood track ties and an on-track undercutter will rehabilitate the ballast section to a depth of nine (9) inches below the track ties.

In order to accommodate these works, C.N. has advised that the crossings will need to be closed to traffic for three (3) separate days per crossing during April and May, for a single day each time.

Due to the magnitude and complexity of the operation, it is difficult to pinpoint the exact day for each road closure since the work has commenced at mileage 3.1 and is commencing in a westerly direction at approximately one half (1/2) mile per day.

C.N. has advised that they will arrange for all road closed signs and barricades, off-duty Police Officers where necessary, and will advise all agencies and emergency services. The City will manufacture and erect all advance notification signing.

RECOMMENDATION:

That C.N. Rail be granted permission to close Haig Boulevard, Ogden Avenue, Alexandra Avenue and Revus Road at the C.N. Rail crossings for three (3) days each at a single day at a time, between the hours of 7:00 a.m. and 6:00 p.m. during April and May 1987 for the purpose of Track Tie and Ballast Rehabilitation and that a by-law be passed authorizing the temporary closures.

F.02.04.03

RECOMMEND ADOPTION

11. Report dated March 24, 1987, from the Commissioner of Engineering and Works regarding the parking and stopping prohibitions near Philip Pocock and St. Vincent De Paul Separate Schools - Willowbank Trail. The Engineering Department has been contacted by Mr. Phillips requesting that "No Stopping" signs be installed in the above noted area.

The area was observed by Engineering personnel during school hours of operation and a high number of on-street parking was observed on both sides of Willowbank Trail from Rathburn Road to Delisle Gate, and on all intersecting streets. This on-street parking has been identified as being generated by students who drive to school and park their vehicles restricting two-way traffic. These vehicles also reduce sight lines at intersections causing a very dangerous and undesirable situation.

On January 15, 1987 the Engineering Department informed area residents and school principals, by way of an information letter, of the proposal to help reduce the potential for vehicle conflict. These recommendations were accepted by the school principals, area residents and the Ward 3 Councillor, M. Prentice.

By prohibiting stopping on the west side of Willowbank Trail, two-way uncongested traffic will be maintained and sight lines from side streets will be greatly improved. Since it appears these vehicles will be continuously parked in this area, as on-site parking is limited at this time, these measures are reasonable and necessary. These parking/stopping prohibitions will hinder the local residents as each residence has at least 300% on site parking available and, the prohibitions are limited to the daytime hours only. Students will still have adequate on-street parking available on the east side of Willowbank Trail.

RECOMMENDATION:

- (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish "No Stopping" prohibitions:
 - (a) on Willowbank Trail from Rathburn Road to Forest Fire Lane, west side;
 - (b) on Sunset Valley Court from Willowbank Trail through the first curve, both sides.
- (b) That 15 metre (50 ft.) "No Parking Anytime" corner parking restrictions be installed at the intersections of Willowbank Trail and:
 - (a) Rathburn Road
 - (b) Delisle Gate
 - (c) Forest Fire Lane
 - (d) Forest Fire Crescent
 - (e) Sunset Valley Court
- (c) That 3 metre (10 ft.) parking restrictions be installed on both sides of each driveway to the schools on Willowbank Trail.

F.06.04.02

RECOMMEND ADOPTION

12.

Report dated March 24, 1987, from the Commissioner of Engineering and Works regarding stopping prohibitions near St. Basil's Separate School, Golden Orchard Drive. Mrs. Webster has contacted the Engineering Department requesting that a stopping prohibition sign be erected on Golden Orchard Drive at St. Basil's Separate School to help relieve vehicle and pedestrian congestion.

Engineering personnel have reviewed this area during school entrance and dismissal periods and have observed vehicles parking on both sides of Golden Orchard Drive and on side streets restricting two-way traffic and obstructing intersection sight lines.

On January 15, 1987 the Engineering Department informed area residents and school principal, by way of an information letter of the proposal to help reduce the potential for vehicle/pedestrian conflict. These recommendations were accepted by the area residents, school principal and the Ward 3 Councillor, M. Prentice.

By prohibiting stopping on the west side of Golden Orchard Drive, parents will be able to park in front of the school to pick-up students without having to cross the street. Also, two-way traffic will be maintained, and pedestrians will be able to cross the street from the driveways with a clear view of oncoming traffic. Corner parking restrictions will improve sight lines at these intersections and a reduced speed zone with appropriate school signing will attract motorists attention to the presence of the school. The purpose of the 3 metre (10 ft.) driveway restriction is to prevent vehicles from crowding the driveway and limiting access to the large buses which frequent the school parking lot.

These parking/stopping restrictions will not hamper the local residents as they have generally 400% on-site parking available and the prohibition is limited to the daytime hours only.

RECOMMENDATION:

- (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish a "No Stopping" prohibition:
 - (a) on Golden Orchard Drive from Rathburn Road to Greybrook Crescent (north intersection), west side;
 - (b) on Greybrook Crescent from Golden Orchard Drive (south intersection) through the first curve, both sides.
- (b) That a by-law be passed authorizing a 40 km/h reduced speed zone on Golden Orchard Drive from Rathburn Road to Greybrook Crescent (north intersection).
- (c) That 15 metre (50 ft.) "No Parking Anytime" corner prohibitions be installed at the intersections of Golden Orchard Drive and:
 - (a) Greybrook Crescent (north and south);
 - (b) Carlo Court;
 - (c) Larney Court.

- (d) That 3 metre (10 ft.) parking restrictions be installed on both sides of each driveway to St. Basil's Separate School on Golden Orchard Drive.

F.06.04.02

F.06.04.10

RECOMMEND ADOPTION

13.

Report dated March 24, 1987, from the Commissioner of Engineering and Works in response to complaints from businesses on Trammere Drive north of Drew Road concerning congestion caused by on-street parking. Investigation has determined that the firm "Canadian Advanced" are parking tractor-trailer units on both sides of Trammere Drive around the curve north of Drew Road restricting two-way traffic. This is a very dangerous practice as sight lines around the corner and from private driveways are severely restricted. To correct this situation, the Engineering Department recommends prohibiting parking on both sides of Trammere Drive from Drew Road to the west limit of the Road.

DREW ROAD:

Also, our observations have indicated that many tractor-trailers are parking on the north side of Drew Road between Trammere Drive and Bramalea Road.

These vehicles park here when frequenting a local donut shop and impede westbound motorists and restrict sight lines from driveways.

To rectify this situation, the Engineering Department recommends prohibiting stopping on the north side of Drew Road from Trammere Drive to Bramalea Road.

RECOMMENDATION:

- (a) That a by-law be passed to establish a parking prohibition on both sides of Trammere Drive from Drew Road to the west limit of the road.
- (b) That a by-law be passed to establish "No Stopping" on the north side of Drew Road between Bramalea Road and Trammere Drive.

F.06.04.02

RECOMMEND ADOPTION

14. Report dated April 3, 1987, from the Commissioner of Engineering and Works regarding an agreement with the consulting engineers, Proctor and Redfern Group for the Sawmill Creek Channel Improvements (West Branch) project which is shared between the City and Erin Mills Development.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement between The Corporation of the City of Mississauga and the Proctor and Redfern Group for the provision of engineering services during the design and construction phases of the Sawmill Creek Channel Improvements (West Branch) and Sanitary Sewer Extension, contract Number 17 111 85187.

J.05.86034

RECOMMEND ADOPTION

15. Report dated March 25, 1987, from the Commissioner of Engineering and Works regarding an agreement with the engineering consultants, Cumming-Cockburn and Associates Ltd., to carry out a flood and erosion control study of the Little Etobicoke Creek in accordance with their proposal dated January 22, 1987.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement between The Corporation of the City of Mississauga and Cumming-Cockburn and Associates Ltd., to carry out a flood and erosion control study of the Little Etobicoke Creek in accordance with their proposal dated January 22, 1987, at an upset limit of \$49,500.00.

J.05.86035.01

RECOMMEND ADOPTION

16. Report dated April 2, 1987, from the Commissioner of Engineering and Works and City Solicitor regarding By-law 305-86, a by-law to declare Part II of the Provincial Offences Act applicable to all parking infractions under the Traffic By-law, the Fire Route By-law and the Handicapped Parking By-law.

At the time the by-law was passed the legislature had not determined the date of proclamation of Part II of this Act and therefore By-law 305-86 was deemed to come into force and effect on the date of proclamation.

The Province has advised that this is not sufficient and it is necessary to set out the exact date of the proclamation. Part II will be proclaimed on September 1, 1987, and a new by-law has been prepared.

RECOMMENDATION:

That a by-law be enacted to declare Part II of the Provincial Offences Act applicable to parking infractions under certain municipal by-laws effective September 1, 1987.

F.06.01.02
F.06.04.02

RECOMMEND ADOPTION

17.

Report dated March 27, 1987, from the Commissioner of Engineering and Works regarding an agreement to authorize the crossing of a one foot reserve near 3333 Winston Churchill Boulevard required because there was a one foot reserve on Winston Churchill Blvd. and a one foot reserve at the rear of the parcel which abuts Delfi Road. There is a single family dwelling on the property which has existed since 1943. From an engineering standpoint it is intended that the parcel be accessed from Delfi Road. To assist but carry out the engineering intentions it is proposed that an agreement be entered into to allow the crossing and that if the owner or his successor alter the house or demolish the house the access from Winston Churchill Blvd. will be terminated but the City will agree to lift the one foot reserve on Delfi Road to provide access.

RECOMMENDATION:

That a by-law be enacted to authorize execution of an Agreement dated March 9, 1987, between The Corporation of the City of Mississauga and Andy Kovac authorizing the crossing of a one foot reserve near 3333 Winston Churchill Boulevard.

E.02.02.02.28

RECOMMEND ADOPTION

18.

Report dated March 25, 1987, from the Fire Chief in response to the inquest into the death of Dennis Huntley who died on October 6, 1986 as a result of an industrial accident at Provost Cartage Inc. 1900 Shawson Drive, Mississauga. Mr. Huntley was involved in a flash fire which occurred when he apparently was using a highly volatile solvent to clean a tanker vehicle and received burns to approximately 50% of his body. The jury recommendations can be roughly divided into three areas:

1. More government inspections, audits and enforcement;
2. Legislation to cover storage and use of flammable liquids in commerce and industry;
3. Company responsibilities for their employees relating to Health and Safety.

The onus of responsibility for safe procedures and the welfare of employees must rest mainly with the employer and not with any government body. The answer to employee safety should not necessarily be addressed by adding more and more inspectors to every jurisdiction. Adequate help from government should be available to employers to assist in formulating safety policies.

The passage of legislation regarding the safe storage and use of flammable liquids as proposed to form Part 4 of the Fire Code will assist employers in producing policies and procedures to be followed by employees. Legislation needs to be written in plain english in order to have the intent clear without legal interpretation.

While regular fire safety inspection of industrial and commercial premises in Mississauga is recognized as being necessary, the frequency of inspections indicated by the recommendations could be taken as being a monitoring process for work practices. With the numbers of businesses and facilities in this City and the present demanding activity in new construction, this would be impossible with our present staff. Only in cities where growth is limited are there programs that provide inspections on a one to two year cycle.

RECOMMENDATION:

- (a) That the Mississauga Fire Department provide consultation to industry, when requested, to assist in developing programs relating to practices and procedures for fire safety where flammable or dangerous materials are involved.
- (b) That inspections be made to any premise where an industry requests confirmation of their compliance with applicable codes.

A.02.03.17.02

RECOMMEND ADOPTION

19.

Report dated April 1, 1987, from the City Clerk regarding the conveyance of proposed 10 m (33 ft) widening on Barbertown Road to the Pentecostal Assemblies of Canada.

The widening was originally conveyed gratuitously to the City as a condition of land severance in April 1985 by The Erin Mills Development Corporation.

It has been determined by the Engineering Department that Barbertown Road is of sufficient width at 20m (66 ft) and that no further widenings are necessary. In keeping with City policy, as the intended widening is no longer required for municipal purposes that it be reconveyed gratuitously to the adjoining owner of record being The Pentecostal Assemblies of Canada.

RECOMMENDATION:

That a by-law be enacted authorizing the conveyance of a Deed of Land from the City of Mississauga to The Pentecostal Assemblies of Canada for part of Lot 1, Concession 4-WHS further described as Part 2 on Plan 43R-12277 (Barbertown Road).

E.02.02.26

RECOMMEND ADOPTION

20.

Report dated April 7, 1987, from the City Clerk regarding plan of subdivisions T-84039, being processed by Kenfas Development Limited within the municipal boundaries of Brampton and Mississauga.

In order to undertake the servicing of the proposed subdivision a 5m (16 ft) permanent sanitary sewer easement is to be provided by the City to the Regional Municipality within Brandongate Park, also to be provided are two temporary working easements each having a width of 12.50 m (41 ft) to be effective during the period of construction.

All the technical details and concerns have been resolved to the satisfaction of the City's Recreation and Parks Department and the City is now in a position to grant the permanent and temporary easements to the Region of Peel.

RECOMMENDATION:

That a by-law be enacted authorizing execution of a permanent Transfer of Easement for a sanitary sewer from the City of Mississauga in favor of The Regional Municipality of Peel located within Brandongate Park being part of Block A in Registered Plan M-7 further described as Part 1 and a temporary working easement described as Parts 2 & 3 on draft Reference Plan WO 85-255-3-IR prepared by Bennett - Norgrove Limited.

E.02.04.01

RECOMMEND ADOPTION

21.

It is expected that a report will be available from the City Manager regarding Solid Waste Management.

F.08.07.01

DIRECTION REQUIRED



City of Mississauga

MEMORANDUM Files: 16 141 00045
12 111 00014
16 111 86257
16 111 86260

To Chairman and Members of

From William P. Taylor, P. Eng.

Dept. Operations & Works Committee

Dept. Engineering and Works

APR 01 1987

OPERATIONS/WORKS

March 5, 1987.

OPERATIONS/WORKS **APR 15 1987**

OPERATIONS/WORKS **MAR 23 1987**

SUBJECT: Proposed Street Names
Fuscom Subdivision 21T-86017M and
Lynn Marsh Construction Subdivision 21T-86018M
(sketch attached)

SOURCE: Engineering and Works.

COMMENTS: John D. Rogers and Associates submitted the following
names as proposed street names for the above noted
subdivisions:

(a) Common street names for roads linking both Plans
T-86017 and T-86018.

Andiron Mews
Cider Down Way
Country Manor Way
Gladebrook Square
Stonemill Square

(b) Fuscom Subdivision 21T-86017M

Chicory Square	Meadowlark Drive
Crosswinds Drive	Millrose Crescent
Fuscana Mews	Old Country Lane
High Plains Drive	Springwater Crescent
Homestead Lane	White Clover Way
	Willow Creek Corners

Files: 16 141 00045
12 111 00014
16 111 86257
16 111 86260

(c) Lynn Marsh Construction, 21T-86018M

Crosscreek
Goldenrod
Grassland Crescent
Lynn-Marsh Crescent
Prairie Oyster
Stargazer
Summerbreeze
Trailmaster

This Submission was reviewed by the Region of Peel Street Names Committee at their meeting of March 4, 1987 and the following names were approved.

(a) Common street names for T-86017 and T-86018:

Andiron Mews
Gladebrook Square
Stonemill Square

(b) Fuscom Subdivision T-86017:

Crosswinds Drive
Springwater Crescent
White Clover Way
Willow Creek (Not "Corners")

(c) Lynn Marsh Construction T-86018

Crosscreek	Stargazer
Goldenrod	Summerbreeze
Grassland Crescent	Trailmaster

The other names were refused because of duplications, confusion with similar named streets or pronunciation difficulties.

1(a)

Files: 16 141 00045
12 111 00014
16 111 86257
16 111 86260

(c) Lynn Marsh Construction, 21T-86018M

Crosscreek
Goldenrod
Grassland Crescent
Lynn-Marsh Crescent
Prairie Oyster
Stargazer
Summerbreeze
Trailmaster

This Submission was reviewed by the Region of Peel Street Names Committee at their meeting of March 4, 1987 and the following names were approved.

(a) Common street names for T-86017 and T-86018:

Andiron Mews
Gladebrook Square
Stonemill Square

(b) Fuscom Subdivision T-86017:

Crosswinds Drive
Springwater Crescent
White Clover Way
Willow Creek (Not "Corners")

(c) Lynn Marsh Construction T-86018

Crosscreek	Stargazer
Goldenrod	Summerbreeze
Grassland Crescent	Trailmaster

The other names were refused because of duplications, confusion with similar named streets or pronunciation difficulties.

Files: 16 141 00045
12 111 00014
16 111 86257
16 111 86260

1 (b)

RECOMMENDATION:

That the following names be approved as street names for the Fuscom Subdivision 21T-86017 and the Lynn Marsh Development 21T-86018 located west of Mavis Road and south of Eglinton Avenue West.

- (a) Common street names for roads linking both Plans T-86017 and T-86018:

Andiron Mews
Gladebrook Square
Stonemill Square

- (b) Fuscom Subdivision T-86017

Crosswinds Drive
Springwater Crescent
White Clover Way
Willow Creek (delete "Corners")

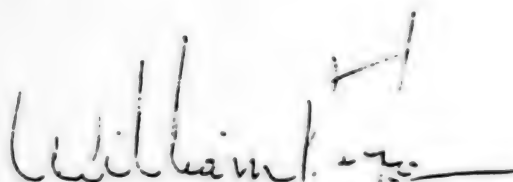
- (c) Lynn Marsh Construction T-86018

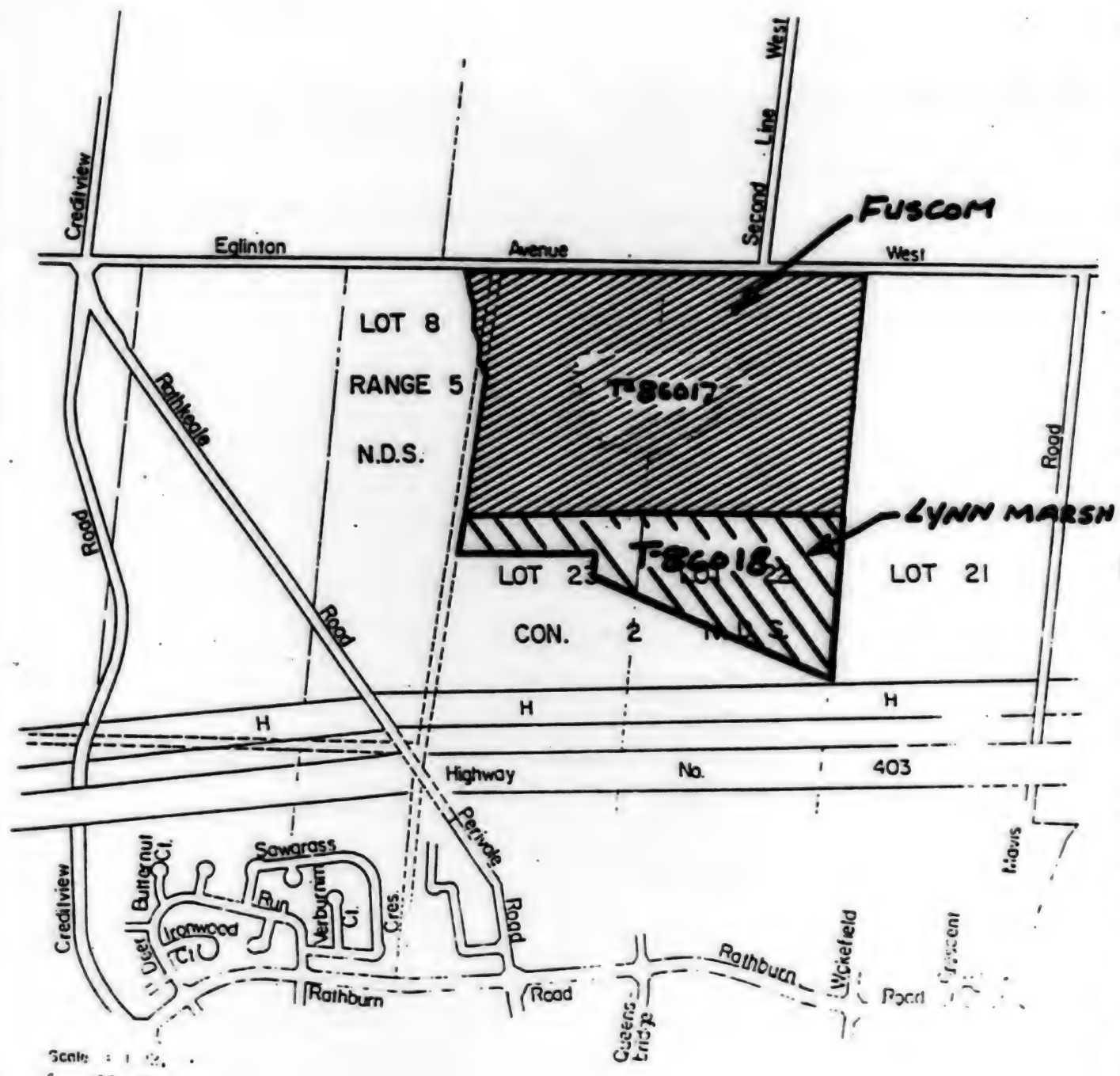
Crosscreek
Goldenrod
Grassland Crescent
Stargazer
Summerbreeze
Trailmaster

WPT/gb

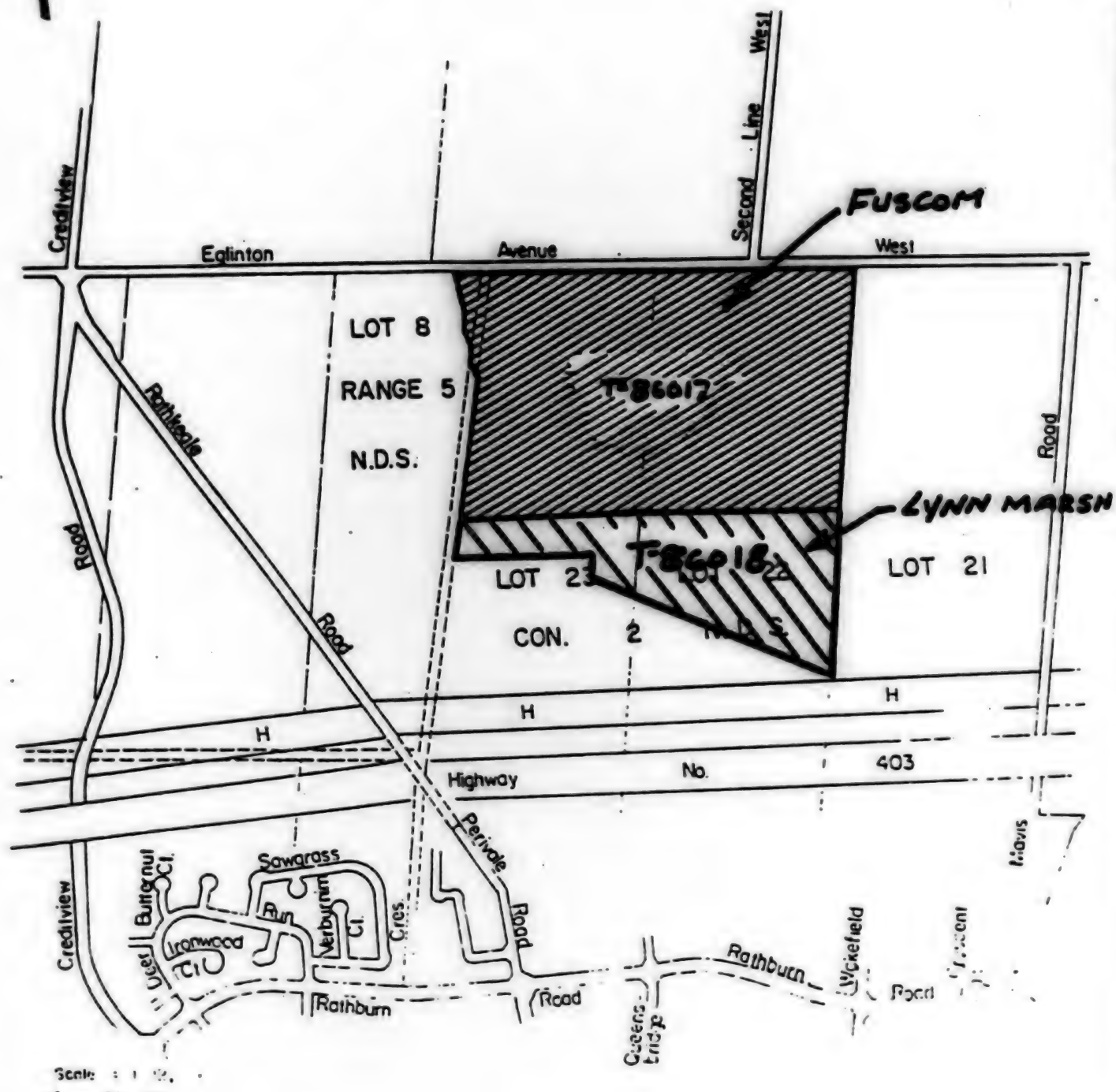
cc: Councillor D. Culham

0602E/71E


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works



1(p)





Mississauga Transit
MEMORANDUM



Members of Council

E.J. Dowling

General Manager

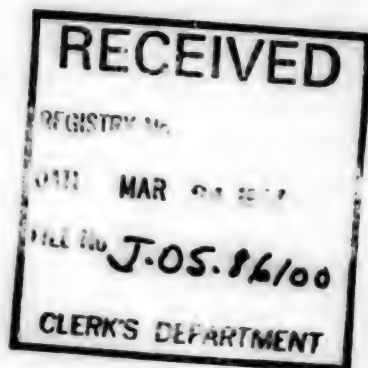
March 16th, 1987

OPERATIONS/WORKS APR 15 1987

SUBJECT: Transit Building Development Plan Study

ORIGIN: Mississauga Transit

BACKGROUND: The 1986/7 Transit Budget includes an amount of \$10,000 for the Transit Building Development Plan Study. The Minister of Transportation and Communications has given approval in-principal to the study and will share equally in the upset cost of \$20,000.



A list of seven suitable consultants, provided by the Ministry, were invited to submit project proposals in accordance with the terms of reference. The six consultants that provided written proposals and supporting documentation were interviewed by a Selection Committee of Transit Management and an MTC staff representative.

The Selection Committee agreed unanimously that the firm of R.E. Winter & Associates Ltd. of Sherwood Towne Boulevard, Mississauga, be recommended to undertake the work. A copy of the study Terms of Reference and consultants' proposal is attached.

The consultant will complete the work at a cost of \$16,500.00. It is proposed by staff that the balance of \$3,500 be retained in the study budget in case some additional work may be required as an outcome of study conclusions.

2(a)

- 2 -

- RECOMMENDATION: 1. That the consulting firm of R.E. Winter & Associates Ltd. be engaged to carry out the Transit Building Development Plan Study as set out by the Terms of References and accepted study proposal dated February 13, 1987.
2. That the Minister of Transportation and Communications be notified of the Council decision and requested to fund up to \$10,000 or, fifty (50) percent of the study cost.
3. That before commencement of the work an agreement between the City and R.E. Winter & Associates Ltd. be signed and a copy sent to the Minister.

EJD/dk
1.87(34)



E.J. Dowling
General Manager



MISSISSAUGA TRANSIT

975 Central Parkway West, Mississauga, Ontario, L5C 3B1 • Phone (416) 279-5900



2/6/87

December 18, 1986

File: 407.00

Attachment to report
Item "Transit Building Development
Plan Study". Submitted to the
Operations and Works Committee
on Wednesday, April 1, 1987.

Letters Sent to:

DS-LEA Associates Limited
RGP Transtech Incorporated
The Proctor & Redfern Group
R.E. Winters & Associates Ltd.
Marshall Macklin Monaghan
M.M. Dillon Ltd.
DelCan Limited

Seven consulting firms are being asked to submit a proposal to carry out the study described by the attached Terms of Reference. Also attached is a staff memorandum prepared in September 1985 that includes some thoughts on the project.

It is emphasized that a low-cost study only is required, but should provide sufficient planning and cost information for use by City Council and the Ministry of Transportation and Communications in arriving at a decision as to where and when to proceed with construction.

We look forward to meeting with you, at our mutual convenience, should you express an interest in submitting a proposal. If you have any questions regarding the attached documentation, please contact Mr. Norm Dodd, Manager of Planning at Mississauga Transit.

Yours truly,

MISSISSAUGA TRANSIT

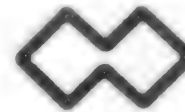
E.J. Dowling
General Manager

1b
Enclosure
1.78(34)



2(c)

Mississauga Transit
MEMORANDUM



E.J. Dowling

Norm Dodd

General Manager

Manager, Planning

December 2, 1986

File 407.00

SUBJECT: MISSISSAUGA TRANSIT BUILDING DEVELOPMENT PLAN STUDY:
TERMS OF REFERENCE

A consultant is to be engaged to prepare a long-range Building Development and Staging Plan for Mississauga Transit. The Plan will take into consideration the expansion possibilities of the existing headquarter property on Central Parkway West, and the need for one or more additional 'satellite' garages and support facilities based on assumed urban development growth rates and full development by about Year 2011. Consultant should plan to carry out the work at the lowest possible cost.

It is required that, within four months of commencement, a draft report of the study and recommendation should be available for staff discussion. The total project upset cost is to include 30 copies of the final report, and one presentation to the City's Operation and Works Committee.

The general scope of the work is identified by the following:

- estimates of bus fleet size, for each year to 1991; then at five-year intervals to Year 2011, taking into consideration an assumed ultimate bus mix of 40' (60%) and 60' (40%) buses.
- consideration of the types of maintenance to be carried out, i.e., total, partial, or minimal, internal maintenance; the space required for each type; and the location of maintenance facilities.
- a forecast of administration, planning, maintenance, and operations staff, and floor space needs for the above years.
- recommendations for maximizing the use of the existing headquarters site and building for the various transit departments, taking into consideration the need for on-going change in staff compliment, and possible relocation of some activities to proposed garages.

2(d)

Terms of Reference
December 2, 1986
Page 2

- the number of 'satellite' garages that will be required, their approximate locations, site areas required, building sizes, breakdown of component space needs, and parking spaces.
- the estimated construction staging and cost (in 1987 dollars) of the proposed building plan.

The submission should provide a concise outline of how the work will be done, the study cost, required payment schedule, and the past transit-related experience of the consulting firm and of the consultant staff that will work on the project.

A meeting can be arranged with the General Manager, or designated staff, to discuss the project, types of information available, and to tour the existing premises before the submission is completed. Soon after the submissions are received and studied all of the consultants will be asked to make a presentation to a selection committee. The selected consultant will prepare a standard Engineering Agreement for the approval of Mississauga Transit before work on the project proceeds.

Project submissions by interested consultants must be received at the Mississauga Transit office at 975 Central Parkway West, by 12:00 noon on Friday, January 30, 1987. A copy of the submission shall also be delivered as soon as possible to:

Mr. Brian Sheardown, B.A.
Transportation Planner
MTC Transit Office
1201 Wilson Avenue
West Tower, 3rd Floor
Downsview, Ontario
M3M 1J8
(Phone: 248-3785)

Norm Dodd

Norm Dodd
Manager, Planning

1b

1.14(18)

u Item 2

OPERATIONS/WORKS APR 15 1987

MISSISSAUGA TRANSIT

**Proposal for
Architectural / Engineering Services**

for the

**Mississauga Transit
Building Development
Plan Study**

February 13, 1987



R.E. Winter & Associates Ltd.

Consulting Engineers, Architect, Planners and Landscape Architects
4255 Sherwoodtowne Blvd., Mississauga, Ontario, L4Z 1Y5 TEL (416) 270-0110



R.E. Winter & Associates Ltd.

Consulting Engineers, Architect, Planners and Landscape Architects

4255 SHERWOODTOWNE BLVD., MISSISSAUGA, ONT. L4Z 1Y5 TEL. (416) 270-0110

February 13, 1987
Revised March 13, 1987

Mississauga Transit
975 Central Parkway West
Mississauga, Ontario
L5C 3B1

Attention: Mr. E.J. Dowling, General Manager

RE: MISSISSAUGA TRANSIT BUILDING
DEVELOPMENT STUDY

Dear Mr. Dowling:

We are pleased to submit our proposal for the provision of Architectural and Engineering Consulting Services for the above referenced study.

Our Project Team has considerable experience in building development planning for transit properties. Our Hillcrest Complex Study - A Long Range Facilities Plan prepared for the Toronto Transit Commission in 1982 provided the guidelines for the subsequent redevelopment of the 32 acre site. The study identified space requirements, layout and servicing for all operations to 1996 including maintenance, repair and storage of buses and streetcars, main office space and stores. Subsequently as part of the staged development of the site we were retained to design a 250,000 sq. ft. heavy maintenance repair and stores complex.

Our firm, through its extensive planning and engineering services for land development within Mississauga, is extremely knowledgeable of available land parcels; costs; servicing levels, and planning considerations. Our proposed Project Manager, Jim Taylor, Senior Planner, was project manager for the Hillcrest Complex Study for TTC and is very familiar with land development in Mississauga. We can also draw upon the experience of our Municipal Department for servicing considerations. The above experience and staff knowledge will be invaluable in the site selection and evaluation process of 'satellite' garage locations.

.../2

E0356/P002



R.E. Winter & Associates Ltd.

- 2 -

We reviewed the Terms of Reference and propose a detailed work plan. We will present a draft report to the Steering Committee within four months of commencement and produce 30 copies of the final report within two weeks of receipt of comments. Our proposal includes three meetings with the Steering Committee and a presentation of the City's Operation and Works Committee.

The total lump sum cost for all our services including disbursements is \$16,500.00.

Our firm has the knowledge, experience and resources to successfully complete this project to the complete satisfaction of Mississauga Transit. Thank you for the opportunity to submit this proposal. We look forward to working with your staff on this challenging assignment.

Yours truly,

R.E. WINTER & ASSOCIATES LTD.

m. sambardo

for : Imants Hausmanis, P.Eng.
Director-Transportation Engineering

Myron Karp

Myron P. Karp, Architect
Director-Building Services

IH/MPK:je

E0356/P002

1.0 INTRODUCTION

This proposal is prepared in response to the request for proposal from Mississauga Transit dated December 18, 1986 and amended January 13, 1987.

R.E. Winter & Associates Ltd. (REWAL) will carry out all the services required for this study in-house.

We will provide Engineering and Architectural services for the preparation of a long-range Building Development and Staging Plan for Mississauga Transit taking into account expansion possibilities at the existing site on Central Parkway West and the need for 'satellite' garages and support facilities based upon urban growth development rates and full development by the year 2011.

2.0 RELEVANT TRANSIT EXPERIENCE

The following projects are representative of our recent experience and scope of services for transit-related projects.

1986 Go Transit - Appleby Line Commuter Rail Terminal

Planning and design for a new commuter rail terminal to integrate with the local urban transit system for the expansion of the Go Transit heavy rail service into Burlington.

1986 Toronto Transit Commission - Arrow Road Bus Garage

Planning, design and construction supervision of a 240,000 ft² operating garage on a 15 acre site in North York to accommodate storage and repair facilities for 240 buses.

1985 Downtown Transit Terminal - Owen Sound

Planning, design and construction supervision of a new 2,540 ft² urban and interurban bus terminal including BPX operation to serve the Owen Sound area.

1984 Go Transit Bus Garage - Downsview

Additions and reorganization of garage, stores, and maintenance functions.

1983 T.T.C. Duncan Building - Hillcrest yard

Design of a 250,000 ft² heavy maintenance, repair and stores complex.

1982 T.T.C. Hillcrest Maintenance Complex - Toronto

Long-range Operating and Planning Study of a 30 acre site in the City of Toronto to determine space requirements, layout and servicing for all operations to 1996: - maintenance, repair and storage of buses and streetcars; main office space and stores.

1979 New Bus Depot, Square One Shopping Centre, Mississauga

This depot was originally designed as a temporary (two year) facility to serve as the main Mississauga Transit transfer terminal. It is still in service today.

2.0 **RELEVANT TRANSIT EXPERIENCE (Cont'd.)**

1978 Go Transit Bus Garage - Downsview

Design and supervision for an 85,000 ft² full maintenance and bus storage facility on a 7.5 acre site for the 90 bus Go Transit fleet.

1975 T.T.C. Wilson Bus Garage - Downsview

Design and supervision of a 236,000 ft² and storage facility for 250 buses including full inspection, servicing, maintenance & repair facilities.

1973 M.T.C. Maintenance Garage - Huntsville

Design of a 40,000 ft² service garage used for storage and maintenance of district vehicles.

3.0 **PROJECT STAFFING AND ORGANIZATION**

We have assembled a Core Project Team of senior professional and technical staff members whose project experience and technical expertise are ideally suited to the identified project responsibilities. This team was responsible for the successful completion of the Hillcrest Complex Study - A Long Range Facilities Plan, for the Toronto Transit Commission. Experienced support staff, both professional and technical, will be provided as required as a Resource Team under the direction of the Core Project Team members.

3.1 **CORE PROJECT TEAM**

The Core Project Team will carry out all key project functions, attend technical meetings and Steering Committee review meetings.

PRINCIPAL IN CHARGE

James Tremayne, P.Eng., President of R.E. Winter & Associates Ltd. will be the Principal-in-Charge responsible for both the technical and administrative aspects of this project. Mr. Tremayne has over 35 years of engineering experience including estimating, budgeting, scheduling operation, design build and turnkey operation. All major transit facilities and studies done by the Company were under his direction. This includes the master planning design and construction supervision of new T.T.C. Hillcrest maintenance and central stores complex.

PROJECT MANAGER

Jim Taylor, M.C.I.P. will be the Project Manager responsible for the day-to-day operations of this project. He will manage all reporting functions, attend Steering Committee meetings and co-ordinate the work of our staff to effect a timely and efficient output.

He served as the Project Manager on the Hillcrest Study. This was a six month consulting assignment for the Toronto Transit Commissions Hillcrest Yard, the 30 acre hub of TTC's operations. The scope of this work involved a detailed assessment of the operations and administrative functions based at Hillcrest; review of offsite repair, maintenance and storage operations, and the preparation of a long range facilities plan encompassing over 1 million square feet of mixed use buildings. The overall objective was to assess and efficiently integrate the services provided by the Commission.

Mr. Taylor's role was to co-ordinate our multi-disciplinary staff; liaise with T.T.C. Department heads; present progress reports to the Working committee, and to edit the Hillcrest Study Report. He further directed the input of special consultants to the project for traffic and material handling matters.

His experience and knowledge as a planner in the City of Mississauga will be invaluable in identifying potential 'satellite' sites and assessing their viability from a zoning, cost and servicing perspective.

OPERATIONS & FACILITIES REVIEW

Barry Metcalfe, C.E.T. has over 15 years diverse experience in the planning, design and construction of transit facilities. He was actively involved in the long range planning study for the T.T.C. Hillcrest Complex. He was responsible for becoming familiar with the diverse functions and operating requirements of the various departments as well as data collection, interviews of personnel, conceptual layout for long-term expansion and report preparation.

For this project Barry will be responsible for:

- collecting technical information from staff on bus operations, maintenance procedures, etc.
- staff interviews to become familiar with existing and future operation of the system.
- preparation of draft reports for preliminary discussion prior to completion of the final report.

SPACE AND SITE PLANNING

Brian Jeffs, C.E.T. brings over 26 years experience in planning design and preliminary investigation for transit and transportation building project to the team. Mr. Jeffs has conducted and supervised building feasibility studies and long-range facilities plans. He has been involved in all REWAL transit building projects from conceptual layout, siting, architectural working drawings and specifications.

Mr. Jeffs experience in studies and on transit facilities makes him well suited for this study. He would be involved in:

- Data collection regarding operation, relationships, current space utilization, and projected growth of office administrative functions.
- Staff interviews with administrative office personnel.
- Reports, alternatives, calculations and conceptual layouts for long-term administrative space needs.

Mr. Jeffs will also be involved in assessing the expansion possibilities of the existing building and site, preparation of conceptual layouts, for both site and satellite sites and costing.

TRANSPORTATION PLANNING ISSUES

Imants Hausmanis, P.Eng is Director of the Transportation Department. He will be responsible for assessing and reviewing estimates for fleet size and composition; commenting upon traffic operations on and off site; routing implications, and satellite site selection and evaluation. He has over 18 years responsible transportation experience on a wide variety of multi-disciplinary transportation projects.

ARCHITECTURAL ISSUES

Myron Karp, MRAIC is the Director of our Building Services Department. He brings extensive institutional, commercial and urban design experience to the team. He will input into space planning and utilization and comment upon architectural design to ensure pleasing integration of any addition to the building or the site.

Mr. Karp was responsible for architectural design of the GO-Transit - Appleby Line Commuter Rail Terminal and Owen Sound Downtown Transit Terminal.

3.2 RESOURCE TEAM

The Resource Team will be available to the Project Manager to provide specific input on technical issues.

I.S. Geh Structural Design

P. Morgan Mechanical Design

R. Weir Electrical Design

K. Budhdev Municipal Engineering & Land Development

The relevant corporate and individual experience is illustrated on Table 1 following.

E0356-1/P002

TABLE 1
RELEVANT CORPORATE AND INDIVIDUAL EXPERIENCE

PROJECT	CLIENT	YEAR		DIRECT EXPERIENCE OF PROJECT TEAM					
		INITIATED	COMPLETED	J.D. TREHAYNE PRINCIPAL	J.W. TAYLOR PROJ. MGR.	B.T. METCALFE OPERATIONS	H.P. KARP ARCHITECT	I. NAUSMANIS TRANSPORTATION	R.B. JEFFS SPACE PLANNING
APPLEBY LINE COMMUTER RAIL TERMINAL	GO TRANSIT	1986	1987 MARCH	•		•	•	•	•
ARROW ROAD BUS GARAGE	T.T.C.	1986	1987	•		•	•		•
DOWNTOWN TRANSIT TERMINAL	OWEN SOUND	1985	1986	•		•	•	•	
BUS GARAGE - DOWNSVIEW	GO TRANSIT	1984	1985	•		•			•
DUNCAN BUILDING - HILLCREST YARD	T.T.C.	1983	1985	•		•			•
LONG RANGE OPERATIONS & PLANNING STUDY HILLCREST COMPLEX	T.T.C.	1982	1982	•	•	•	•		•
BUS DEPOT SQUARE ONE SHOPPING CENTRE	MISSISSAUGA TRANSIT	1975	1979	•		•			•
WILSON BUS GARAGE - DOWNSVIEW	T.T.C.	1975	1976	•		•			•

4.0 APPROACH AND METHODOLOGY

On January 9, 1987 we met Mr. Norman Dodd, Manager - Transit Planning to discuss the objectives and issues of this study and to tour the existing property on Central Parkway West.

The Terms of Reference stipulate that the work, as detailed, be carried out at the lowest possible cost. Our approach assumes that Mississauga Transit staff will provide all the data required to identify/estimate/forecast bus fleet size, floor space needs, types of maintenance to be carried out, etc. We will acquire this data by an interview technique used successfully on our previous similar study for the TTC Hillcrest Complex. All requests for data will be co-ordinated through the appropriate Department Head. The Department Head will identify individual(s) within the department from whom we can obtain the required data. The interview(s) will be compiled and reviewed with the Department Head prior to incorporation into the process. This ensures accurate data while maintaining departmental controls on information.

The above data will form the basis for subsequent assessment evaluation and recommendations.

5.0 DETAILED WORK PROGRAM

INITIATION

1. Confirm study requirements with Steering Committee.

RESEARCH

2. In consultation with Mississauga Transit and MTC Transit Office develop justification for the need for an increased bus fleet size.
3. Estimate bus fleet size for each year to 1991 and at five year intervals to YEAR 2011. Assume 60% 40 ft. buses and 40% 60 ft. buses.
4. Interview Department Head of administration, planning, marketing, computer facilities, and operations to determine floor space needs to correspond to above years.

ASSESS/DEVELOP

5. Develop rationale for current maintenance practices. Discuss maintenance practices with other properties who run 'satellite' garages, ie T.T.C.
6. Assess potential for amalgamation with Brampton Transit and interfacing with GO Transit, T.T.C. and Peel (physically handicapped program). Identify implications for space requirements re: maintenance, staff, and potential use by other properties of satellite garage.

E0356-1/P002

7. Develop rationale for future maintenance practices in light of privatization, satellite garages, integration with Brampton Transit, etc.
8. Develop rationale for maximum garage size. Identify potential size and location for satellite garage based upon routings, dead heading, development, potential interim usage by other properties - Brampton, GO, Peel handicapped, etc.
9. Assess shortcomings of existing building including access for handicapped employees.
10. Develop floor plan layouts, to reflect needs of departments.

EVALUATE

11. Evaluate future use and expansion potential of existing facility. Scenarios include:
 - construction of third floor over existing office building
 - underground parking and bus garage expansion overtop
 - construction of bus garage on adjacent 2 acre site
 - office tower with employee parking garage underneath on 2 acre site
 - use of existing facility for full maintenance after satellite garages built and demand at this site decreases (See Item 4 and 6).
12. Develop order-of-magnitude costs for each building/site expansion scenario in #8.
13. Evaluate each potential garage site with criteria identified in Mississauga Transit memo dated September 12, 1986 file 407.00.

E0356-1/P002

14. Evaluate floor plan layouts in existing building to reflect conditions following construction of new satellite facilities.

RECOMMEND

15. Recommend number and location of satellite garages. Identify site area, building size, component space needs, parking spaces and cost.
16. Develop and recommend conceptual plan for use of existing site including costs.
17. Recommend floor plan for existing building to reflect chosen development scenario.
18. Prepare estimates of construction staging and costs (1987 dollars) of recommended development plan.

REPORTS

19. Produce draft report and recommendations for review by Committee.
20. Produce 30 copies of Final Report.

PRESENTATION

21. Presentation to City of Mississauga Operation and Works Committee.

6.0 **PROJECT SCHEDULE**

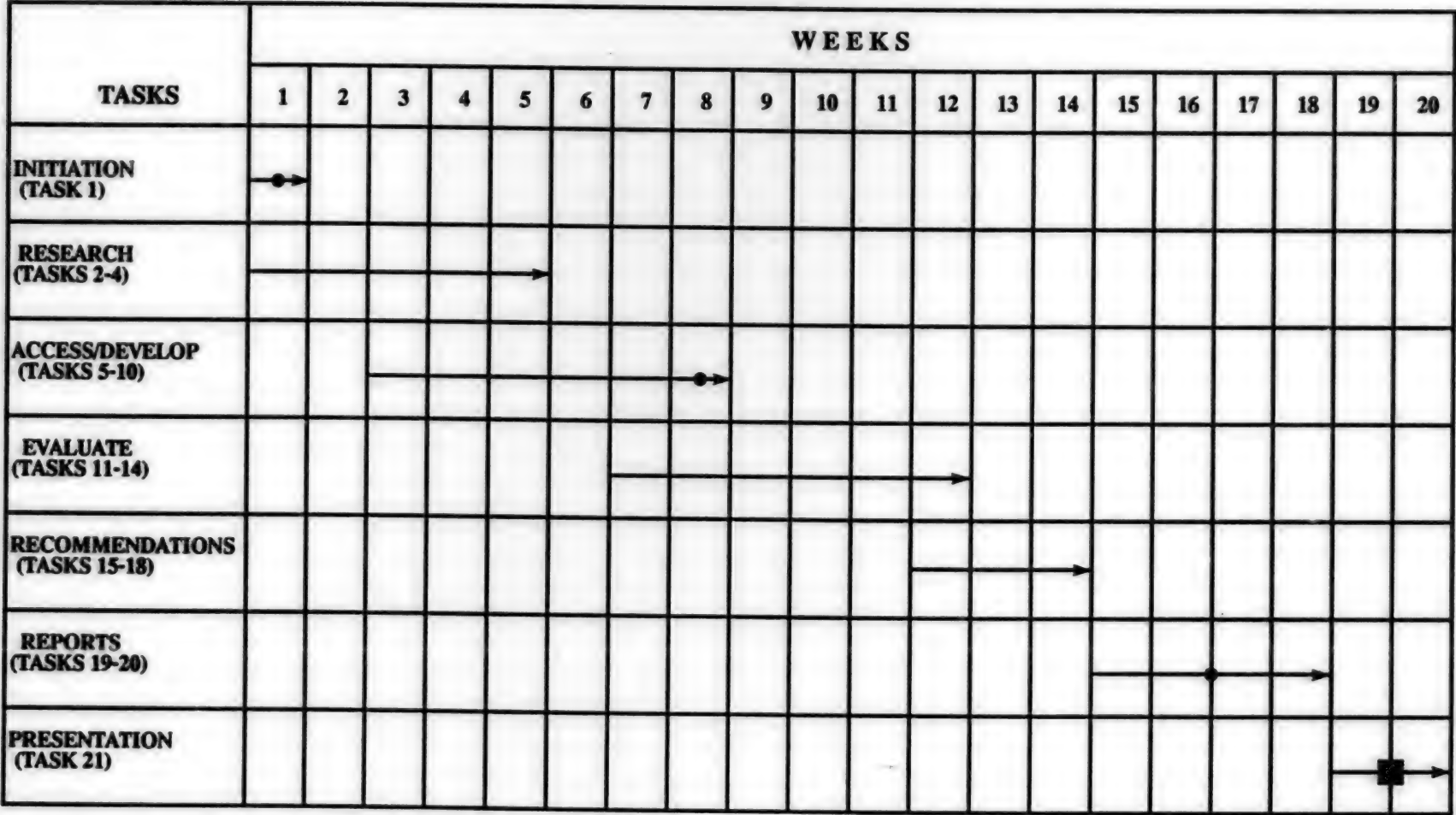
The study timing is based upon the work program presented in Section 5. A bar chart Figure 1 accompanies this section and indicates the timing for each of the work items and the timing for proposed meetings with the committee.

7.0 **SCHEDULE OF PROFESSIONAL FEES**

The Total Upset Cost for the services outlined in the work program including 3 meeting with the Steering Committee, presentation to the City's Operations and Works Committee and 30 copies of the final report is \$16,500.00 including all disbursements.

We will invoice monthly on a time basis to our Upset Fee Limit of \$16,500.00.

FIGURE 1: ANTICIPATED PROJECT SCHEDULE
18 WEEKS



- MEETING WITH STEERING COMMITTEE
- PRESENTATION TO OPERATION AND WORKS COMMITTEE

APPENDIX

A

R.E. WINTER & ASSOCIATES LTD.

R.E. Winter & Associates Ltd. is a Mississauga based firm with over 30 years of successful service due to the outstanding support we receive from our clients and staff. Long-term relationships are established, maintained and cherished -- the key to our continued success. Our firm began with a focus on land development engineering and planning. It has grown to include over 120 staff who display our many interdisciplinary strengths and professionalism in areas of municipal, mechanical, electrical, structural and transportation engineering, planning and landscape architecture, architecture, and project management.

R.E. Winter & Associates Ltd. is committed to excellence, innovation and an honest approach to business and client needs. We take pride in our cost-efficient and effective personalized service and strive for uncompromised quality of service and product. Our firm is dedicated to a work environment which fosters professional development, personal growth and a healthy positive work environment. We maintain a high respect and regard for the individual, both client and employee, and place a strong emphasis on team work, and team cohesiveness. We also share a great respect for our freedoms within this great city, province and nation.

Our attitude and approach provides effective project management and co-ordination of multi-disciplinary projects. We are confident of quickly responding to your needs with advanced support services and facilities which include computer aided drafting and design (CADD), project management programming and analysis (PERT/CPM), surveying, mapping and data processing. We ensure efficient budget and time utilization to best meet the needs of our valued clients.

STAFF CAPABILITIES

R.E. Winter & Associates Ltd. employs over 120 professional, technical and administrative staff. Our professional and technical staff capabilities are as follows:

CIVIL ENGINEERING - TRANSPORTATION & MUNICIPAL

Civil Engineers	12
Sanitary Engineers	3
Transportation Engineers	6
Hydrologists	1
Engineering Technologists	6
Specification Writer	1
CADD Technologists	4
Draftsperson	16
Surveyor and field staff	6

BUILDING SERVICES - ARCHITECTURE & BUILDING ENGINEERING

Architects	2
Structural Engineers	3
Electrical Engineer	1
Mechanical Engineer	1
Architectural and Engineering Technologists	4
Interior Designer	1
CADD Technologists	2
Draftspersons	8

PLANNING, URBAN DESIGN AND LANDSCAPE ARCHITECTURE

Urban/Regional Planners	11
Landscape Architects	2
Landscape Architecture Design	5

OTHER

Management/Business Administration	2
Political Science	1
Aviation and Airport Planning	2
Librarian	1
Administrative	12

EXPERIENCE PROFILE

Transportation Systems and Facilities

- urban and rural roads
- highways and freeways
- bridges
- transit facilities
- traffic engineering studies

o Municipal Engineering

- sanitary trunk sewers and pumping stations
- water distribution analysis and distribution systems
- design of major and minor roadworks
- subdivision design including storm, sanitary, water supply and roadworks
- storm water management and drainage studies

o Environmental Engineering

- environmental impact studies
- noise abatement studies

o Building Services

Architectural, Electrical, Mechanical and Structural Engineering

- industrial
- commercial
- residential
- recreational
- renovations, repairs and rehabilitations

o Planning for Urban and Regional Development

- planning studies
- official plan and zoning amendments
- secondary plans
- site plans
- representation at hearings

o Landscape Architecture

- urban design
- site planning and design
- parks and recreation planning and design
- environmental studies

o Parks and Leisure Planning, Recreational Facilities

o Utility Co-ordination Surveys

o Airports

REPRESENTATIVE PROJECTS

MUNICIPAL ENGINEERING

- Sanitary Trunk Sewer, Town of Vaughan
- Trunk Sanitary Sewer, Pumping Station and Forcemain-Newmarket
- Cooksville Creek Sanitary Trunk Sewer/Mississauga
- Sanitary Pumping Station/Mississauga
- Water Distribution Systems
- Water Distribution Analysis for industrial and residential developments
- Design of a Water Booster Pump Station/Newmarket
- Major Creek Re-construction and Improvement projects
- Detailed design of Storm Water Management Facilities (detention ponds, inlet and outlet structures)
- General Aviation Area Servicing concept study, Transport Canada -Mount Hope Airport
- High School Sports Facility, Kipling, North Albion, Burnhamthorpe

LAND DEVELOPMENT AND SERVICING

- Master Drainage Studies for industrial and residential developments
- 700 acres of Residential Development, Mississauga
- 450 acres of Industrial Development, Mississauga
- Interchange Business Park, Burlington
- 150 acres of Industrial Development, Town of Newmarket
- 250 acres of Industrial/Residential Development, Vaughan
- 500 acres of Industrial/Residential Development, Newmarket
- 450 Acres of Industrial/Residential Developments, MAGNA

MUNICIPAL & REGIONAL PLANNING AND URBAN DEVELOPMENT

- Feasibility & Financial Analysis for numerous development projects
- Subdivision planning, official plan & zoning approvals for numerous Urban & Rural developments
- Site Planning for Commercial projects including shopping plazas, Hotels, Offices, & Service stations
- Industrial Area, Residential Area, & Downtown Development plans and secondary plans.
- OMB hearings related to Development Plans.
- Official Plan and Consolidated Zoning By-Law for City of Thorold.
- Design Study, Concept Plan, and Landscape Architecture for publicly owned lands in downtown Aurora.
- Planning input on downtown studies in Oakville, Mississauga, East York, & Richmond Hill.

MUNICIPAL & REGIONAL PLANNING AND URBAN DEVELOPMENT cont'd

- Redevelopment Studies - feasibility & design.
- Operating and Planning Study for TTC - Hillcrest Complex.
- Town of Lindsay Mill Redevelopment Study.

LANDSCAPE ARCHITECTURE & URBAN DESIGN

- Site Planning for residential, commercial & industrial development
- O.H.C. - Inventory and Analysis of existing housing projects; redesign of site amenities - planting, active and passive play facilities, pedestrian circulation
- Guided Investments - Commercial Plaza Site Design, City of York
- Kee Group Inc. Mississauga - Commercial area incorporating historic house
- Town of Vaughan - Tree Assessment and Pedestrian Plan for commercial site and mature woodlot
- Owen Sound Housing Authority - Site Analysis, Master Planning Phasing Plan for unit townhouse site.
- Landscape design for prestige industrial warehouse, Brampton.
- Site Planning & Development for mixed office and commercial building, Etobicoke.
- Site Planning for medium density Residential Developments.
- Heritage Hills Residential Subdivision-Streetscape Development
- Tree Assessment Study, Mississauga
- Flamborough Hills estate lot subdivision - Site analysis and Concept Plan for.

BUILDING SERVICES - ARCHITECTURE & ENGINEERING

- Civic Centre in the City of Mississauga
- Square One Shopping Centre, Mississauga, Ontario
- Upper Canada Place Commercial Complex, Burlington, Ontario
- Holiday Inns - Barrie, Burlington, Cornwall, Collingwood
- Days Inn - Mississauga
- Retail Plazas - Mississauga, Orangeville, Burlington, Hamilton
- Stadium and Arena for City of York, Township of Mariposa & Town of Oakville
- Electrical Distribution Systems for Various Industrial and Residential Subdivisions
- Plant Electrical System Modernization, General Motors, Oshawa
- Heating and Air-conditioning, Hollywood Theatre, Toronto, Ontario
- Renovations, Electrical and Mechanical for Toronto General Hospital
- Renovation of Historical Buildings, Cherry Hill House, Scott House, Toronto Fire Station, Kee House

BUILDING SERVICES - ARCHITECTURE & ENGINEERING cont'd

- Intrusion Alarm Study for Midland & Penetanguishine Historical Sites - Ministry of Government Services
- O.H.C.- Fire Alarm, Emergency Lighting Power & Safety Systems Upgrade
- Fire Alarm Systems for Hospitals & Prisons - Ministry of Health

TRANSIT MAINTENANCE FACILITIES, TERMINALS & STATIONS - ARCHITECTURE & ENGINEERING

- Appleby Line Rail, Bus & Commuter Transit Terminal - GO Transit
- Arrow Road Bus Garage - Toronto Transit Commission
- Owen Sound Downtown Intercity & Local Transit Terminal
- T.T.C. Hillcrest Maintenance Complex - Operating and Planning Study
- T.T.C. - Duncan Building - Bus Repair Garage and Storehouse Phase 1 of 6 for Hillcrest Maintenance Complex
- Steeprock Bus Garage (1978), Go Transit Square One Transit Terminal, Mississauga City Centre
- Steeprock Bus Garage (1981) Bus Parking Expansion Study-Go-Transit
- Steeprock Bus Garage (1983-1984) Expansion, Go-Transit
- Wilson Bus Garage, TTC

TRANSPORTATION PLANNING & ENGINEERING

- QEW/Guelph Line Functional Planning Study
- Rathburn Road, City of Mississauga Detail Design
- Highway 10 - Matheson Blvd. to Britannia Road detail design and construction supervision
- Functional Planning Study Highway 10/Rathburn Road Interchange
- Port Credit GO Station Feasibility Study
- Highway 10 - Highway 403 to Burnhamthorpe Road - Preliminary Design
- Mississauga City Centre/Square One Shopping Centre - Internal Roads & Parking Lots
- GO-ALERT - Guideway Grading Oakville-Hamilton
- Central Parkway - Rathburn Road, City of Mississauga
- Central Parkway/Cooksville Creek Bridge
- Central Parkway Pedestrian Overpass
- Mississauga Valley Boulevard/Cooksville Creek Twin Bridges
- Inverhouse Drive/Sheridan Creek Bridge
- Don River Bridge, Metro Toronto Parks & Property Departments
- Hwy 11 Improvements, Barrie Ontario
- Traffic Impact Studies for Commercial & Industrial Developments
- Lester B. Pearson International Airport - Security Improvements at Road Access Points

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

APPENDIX B

J.D. TREMAYNE, P.Eng.

(President)

**B.A.Sc. (Civil)
University of Toronto**

As President and Corporate Director, Mr. Tremayne heads up the firm's Project Management Division. Previously, he held the position of Director of Building Services, directing the design, construction and operations of structural, mechanical and electrical work and disciplines.

His experience includes design, estimating, budgeting, scheduling, and design-build operations.

Mr. Tremayne has been an Executive Engineer with the firm since 1970. Before that he held positions as Manager of Engineering for the Hinde & Dauche Paper Company, Manager of Plant Engineering for Domtar Packaging Ltd.; Chief Engineer, Taylor Woodrow Installations Ltd. and manager of Operations, Crump Mechanical Contractors.

During his over 36 years of engineering experience, he has been involved with papermills, converting facilities, cement plants, mining and quarrying, chemical and commercial work either on a design or construction basis. Recent major projects include 3 multi-million dollar bus storage and maintenance facilities, one for the GO Transit. All of these were designed and supervised by R.E. Winter & Associates Ltd.

008/12A-CV

JAMES W. TAYLOR, M.C.I.P., O.I.D.C

Manager of Planning

EDUCATION:

Honours Bachelor of Environmental Studies
in Urban and Regional Planning
University of Waterloo, 1973
Dean's Honour Roll

MBA Candidate, York University

**PROFESSIONAL
EXPERIENCE:**

1981 to Present	Senior Planning Consultant R.E. Winter & Associates Ltd.
1978 to 1981	Senior Planner, Land Use Region of Peel
1975 to 1978	Planner/Manager, Official Plans, Special Studies and Research Section, Local Planning Division Region of Hamilton-Wentworth
1973 to 1975	Assistant Planner/Planner Auckland Regional Authority Auckland, New Zealand

**PLANNING
EXPERIENCE:**

Ten years of comprehensive public/private sector
planning, including preparation of Official Plans,
Amendments, Secondary Plans, Subdivisions, Zoning
By-Laws, Site Plans, Special Studies, and Land
Severances.

**PROJECT
MANAGEMENT:**

Through hands on experience, developed the ability to
manage and co-ordinate multi-disciplinary projects.
Project Manager for the Hillcrest Complex Study - along
Range Facilities Plan for the Toronto Transit
Commission; a mixed use, 250,000 sq. ft. phased
development complex in the City of Etobicoke, and a
phased 120,000 sq. ft. industrial development in the
Town of Caledon.

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**TOWN OF VAUGHAN
EXPERIENCE:**

Project Manager for private sector land development projects: plans of subdivision, residential and commercial re-zonings, commercial site plans approvals and agreements.

**RURAL
EXPERIENCE:**

Manager, Regional Municipality of Hamilton-Wentworth. Private Sector clients in rural municipalities of Flamborough, Glanbrook. Senior Planner, Land Use, Region of Peel, and public/private sector experience in Caledon and rural Brampton. Ongoing planning advice to the City of Thorold which is 80% rural oriented.

**O.M.B.
EXPERIENCE:**

Preparation and presentation of planning evidence at Ontario Municipal Board Hearings.

**PROFESSIONAL
MEMBERSHIPS:**

Member, Canadian Institute of Planners
Member, Ontario Industrial Development Council

**BARRY T. METCALFE
ARCHITECTURAL TECHNOLOGIST**

**EDUCATIONAL
BACKGROUND:**

Ryerson Institute of Technology
Architectural Technology Course
Graduated May, 1964

**PROFESSIONAL
EXPERIENCE:**

1970 to
Present:

R.E. Winter & Associates Ltd.
Architectural Technologist

As an Architectural Technologist and Project manager, Mr. Metcalfe has had major roles in the design and construction of bus storage and maintenance facilities for the Toronto Transit Commission and the Toronto Area Transit Operating Authority (GO Transit).

As a senior designer and draftsman, Mr. Metcalfe's experience includes working drawings for transportation facilities, and industrial renovations. Mr. Metcalfe has participated in operation planning studies involving site assessment of existing operations, function flows, and selection of optional design layouts.

In addition to senior contract management responsibilities, Mr. Metcalfe has been involved throughout the design phase of all REWAL bus facility projects, including:

- T.T.C. Wilson Bus Garage (1975)
- GO Transmit Steeprock Maintenance Garage (1978)
- T.T.C. Hillcrest Phase 1 General Stores and Repair Shop Building (1985) Duncan Building

Resident site project co-ordinator for all of the above.

Architectural drafting and co-ordination on the following:

- Brant Street Commercial Project
- Burlington & Cornwall Holiday Inns
- Little Britain Community Centre
- Lindsay Square Shopping Centre

056/12A-CV

PROFESSIONAL
EXPERIENCE cont'd

1964 to 1968:

Wilfred Shulman, Architects
Architectural Draftsman

Architectural drafting on commercial and residential projects including apartment buildings, shopping centres, multiple dwellings, industrial buildings.

Occasional site supervision on various projects.
Obtaining approvals from various municipal offices (zoning, building, etc.)

Co-ordinated a senior citizens apartment project from start to finish when original general contractor went bankrupt.

1968 to 1970:

Peel Village Developments Co. Ltd.
Senior Draftsman

Senior draftsman and office co-ordinator on high rise apartment buildings, major shopping centre, custom home, industrial plant, renovations.

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R.B. JEFFS, C.E.T.

Mr. Jeffs is a project co-ordinator with over twenty-five years experience in the planning, design and co-ordination of building and land development projects.

Land development work has included conceptual and detailed planning, fieldwork, studies and reports on properties ranging in size from individual sites up to several thousand acres throughout the country. He has been involved in major residential, recreational, commercial, and industrial land developments.

Conceptual and detailed building design and supervision were performed for renovations, additions and new construction of residential, recreational, institutional, transportation, commercial, industrial and process buildings. Building project experience includes:

- Sixteen subway stations, municipal parking garages and two major bus maintenance facilities
- Office buildings, shopping centres, hotels, restaurants and a mixed-use multi-storey complex
- Schools, a private school dormitory and church alternations
- Residential and recreational buildings
- Industrial and process buildings and structures
- Studies and evaluation of existing facilities

Prior to R.E. Winter & Associates Ltd., Mr. Jeffs worked in a senior capacity with other consulting engineers, architect, and contractors on numerous diversified projects.

033/12A-CV

IMANTS HAUSMANIS, P.Eng., B.A.Sc., M.Eng.

Director - Transportation Engineering

EDUCATION:

University of Toronto
Master of Engineering (Transportation) - 1971
Bachelor of Applied Science in Civil Engineering - 1968

Northwestern University, The Traffic Institute
Highway Capacity Workshop - 1972
Urban Street System Design Workshop - 1975
Traffic Signal Workshop - 1975

**PROFESSIONAL
EXPERIENCE:**

Director of Transportation Engineering responsible for technical direction and administration of all transportation projects undertaken by R.E. Winter & Associates Ltd.

Acted as Project Director, Project Manager, Senior Transportation Planner and Senior Traffic Engineer on a wide variety of projects: traffic engineering and transportation planning studies; feasibility studies; preliminary engineering and functional planning studies; detail design; contract preparation, construction supervision and contract administration.

MAJOR PROJECTS:

Traffic and Transportation Planning Studies

- Sault Ste. Marie Urban Transportation Study
- Sudbury Area Planning Study
- Highway 416 Study, Ottawa
- Highway 417 Study, Ottawa
- Development Impact Study, Oakville
- Traffic Study, Ford Motor Company
- Traffic Demand Forecasting and Operational Analysis for Shopping Centres, Apartment Complexes, Subdivisions, etc.

Feasibility Studies

- Grand River Bridge Feasibility Study
- Highway 3 Feasibility Study, Port Colborne
- Deer Lake Community Planning and Infrastructure Servicing Study
- Danforth Rail Station - GO Transit

101/12B-CV

Preliminary Engineering and Functional Planning Studies

- Reconstruction of the Delta Intersection, City of Cambridge
- Hwy. 52 Engineering Surveys and Preliminary Design Report
- Hwy. 10 Field Survey and Plan Preparation
- Highway 3, St. Thomas to Tilsonburg
- Bathurst Street, Regional Municipality of York
- Highway 144, Sudbury to Levack
- Highway 403, QEW to Highway 10
- Paris-Drinkwater Connection, Sudbury
- QEW/Hwy. 20/Red Hill Creek Parkway Functional Planning

Detail Design, Contract Administration

- Water Street North Reconstruction, Cambridge
- Reconstruction of Delta Intersection (Regional Roads 8 and 24), Cambridge
- Hwy. 11/11B - Detail Design
- Kennedy Road/CN Rail Grade Separation, Scarborough
- Timmins Airport - Expansion of Parking Lot
- Chiefswood Bridge and Approaches, Brantford - Detail Design
- Hwy. 27/Hwy. 407 - Detail Design
- Kenora By-pass (Hwy. 17) - Detail Design
- Elgin Street Reconstruction, Ottawa
- QEW/Winston Churchill Blvd. Interchange
- QEW/Ford Drive/Hwy. 403 Interchange
- Conestoga Parkway, Kitchener
- QEW/Lyons Creek Interchange
- QEW/Vineland Interchange
- Owen Sound Transit Terminal

PROFESSIONAL BACKGROUND:

Sept.'85 to Present	R.E. Winter & Associates Ltd. Director - Transportation
1978 to 1985	Wyllie & Ufnal Consultants Limited Director, Transportation Engineering
1974 to 1978	Giffels Associates Limited Project Manager
1968 to 1973	M.M. Dillon Ltd. Transportation Planning and Traffic Engineer
1968 to 1970	Project Engineer, Roads
101/12B-CV	

MEMBERSHIPS:

Association of Professional Engineers, Province of Ontario (APEO)
Member, Editorial Board of "Dimensions",
The official publication of APEO

Institute of Transportation Engineers (ITE)
President, Toronto Section, 1981 to 1982
Chairman, 1982 Canadian District Annual Conference

Canadian Society for Civil Engineers
Program Chairman, 1986 Annual Conference

Engineering Institute of Canada
Chairman, Toronto Branch, 1984 to 1986

PUBLICATIONS:

"Computer-Aided Transportation Corridor Selection in the Guelph-Dundas Area of Ontario", 1971 Special Report 138, Highway Research Board, National Academy of Sciences.

MYRON P. KARP, B.Arch.

ARCHITECT/MANAGER

EDUCATION:

Bachelor of Architecture
University of Waterloo, 1977

Bachelor of Environmental Studies
University of Waterloo, 1974

**PROFESSIONAL
EXPERIENCE:**

1985 to Present

Architect and Department Director
R.E. Winter & Associates Ltd.

Director of Building Services responsible for
Engineering and Architectural policy for Building
Projects

- commercial and office buildings
- industrial buildings
- municipal buildings
- transportation and utility buildings
- recreational buildings
- space planning and design

Workshop Chairman and O.A.A. Representative at the
1985 Burlington Downtown Improvement Symposium

1984

Architect and Partner
Jackson, Karp, Ryder Architects

Partner in the firm which specialized in Municipal
and Institutional clients with the following notable
projects:

- Stoney Creek Hydro Operations Building
- Grimsby Hydro Operations Building
- River Oaks Community Centre, - Oakville
- Lincoln Library Restoration, - Beamsville
- Royal Hamilton Conservatory of Music Bldg.,
Restoration, - Hamilton, Ontario
- Catholic Childrens Aid Offices, - Hamilton
- Oakville Municipal Parking Complex

1983

Principal Architect
Myron Karp, Architect

- Halton Family Services Offices, Oakville
- Family Counselling Offices, - Burlington
- SAGA Canadian Management Office, - Burlington
- J.I. Case International Offices, - Burlington

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**PROFESSIONAL
EXPERIENCE: Cont'd**

- 1981 Design Architect
 John Blums, Architect
- Low, Medium and High Density Housing Projects for Great Gulf Homes, JDS Investments, Birch Meadow Outlook Co., and others
 - Commercial, retail and office buildings
- 1980 Design Architect
 McCutcheon, Blums, Jackson Architects,
- Carrington Distillery, - Burlington
 - Low, Medium and High Density Housing
- 1979 Designer
 O'Neill-Ling Concepts
- Residential and Commercial Projects
- 1978 Design Architect
 Robert Yamamoto Architect
- 1977 Design Architect
 Thams and Gaare Architects, Oslo, Norway
- Design and working drawing, for a satellite community of 5,000

**PROFESSIONAL
AFFILIATIONS:**

Ontario Association of Architects
Manitoba Association of Architects
Royal Architectural Institute of Canada
Hamilton and District Home Builders' Association

**PUBLICATIONS
AND PAPERS:**

"Revitalizing the Downtown Business District: A Guide for Small Cities" (Graduate Thesis)

AWARDS:

"Most Improved Commercial Property" for
2021 James Street, Burlington, Ontario
Metro Hamilton Real Estate Award, 1984

"Friends of Downtown Award"
Burlington Business Improvement Area, 1985

040/12A-CV

Ronald Weir, B.A.Sc., P.Eng.

Senior Electrical Engineer

Mr. Weir is responsible for electrical engineering performed by the firm. He is a graduate member of the Faculty of Applied Science and Engineering, University of Toronto, and is a member of the Association of Professional Engineers of Ontario, and of the Illuminating Engineering Society.

Since graduation, Mr. Weir has worked with several consulting firms, and has been a partner in an electrical contracting company. His design experience encompasses lighting, power, and systems for many types of buildings, and underground power distribution for residential and industrial subdivisions.

Specific projects designed by Mr. Weir include:

- Erin Mills underground distribution
- Peterborough Art Gallery;
- Lady Minto Hospital, Cochrane;
- Wagman Residence & Day Centre, Baycrest Geriatric Centre, Toronto;
- SEF system, and two schools, Toronto Board of Education;
- Juvenile Reception Centre, Oakville;
- College V, Trent University, Peterborough

In addition, he has designed considerable new work, and additions and renovations, in the fields of schools, retail, office space, institutions, computers, and subdivisions.

029/12A-CV

I.S. GEH, P.Eng.

Mr. Geh is responsible for structural design adequacy on all projects involving such expertise carried out by this firm.

His twenty years experience in the structural design field makes him eminently qualified and suited to design projects.

He recently completed structural design for two multi-million dollar bus storage and maintenance facilities; one of which was for T.T.C. and the other one for T.A.T.O.A. (GO-Transit).

Mr. Geh, by experience, is primarily concerned with the design and layout of steel, timber, concrete and prestressed concrete structures. He has designed structural frames for multi-storey apartment buildings, office buildings, industrial buildings, conveyor gantries, an oil refinery and offshore marine structures. He has been involved in the design of shopping centres, hotels and restaurants.

PAUL J. MORGAN, P.Eng.

B.A.Sc. University of Toronto, 1950

Mr. Morgan is responsible for the mechanical engineering component of our projects. He has over 35 years detailed experience in heating, ventilating, air conditioning, plumbing and drainage systems for projects such as factories, industrial projects, schools, arenas, office buildings, bus garages, etc.

His recent experience includes over \$1,000,000 mechanical contracts for DeHavilland Aircraft, Bay 7 and Leaver Mushroom Co. Ltd. Other relevant experience is the Toronto Transit Commission Bus and Repair Garage (200,000 ft²) and additions and alterations to the Arc Industries Industrial Building.

His early career experience encompassed sales engineering for Minneapolis-Honeywell Controls Ltd., Holden Company and Bipco Canada Ltd. where he was responsible for the design of control systems, job take-off and pricing and direct sales of mechanical specialties and electrical motors, transformers, etc.

E0356-3/P002

BUDHDEV, K., P.Eng.

**B.Sc.(Hons.) Civil Engineering 1967
University of Nairobi**

**Member: Association of Professional Engineers of Ontario
Institution of Civil Engineers (U.K.)**

Mr. Budhdev is a Vice-President in charge of the Municipal Engineering Department. He has been responsible for design and project co-ordination on major land development projects. These projects include over 3,000 acres in the Region of Peel during the past 9 years.

He was in charge of the Civil Engineering Department with Carl Bro, Kenya (Consulting Engineers). Responsible for all aspects of design and contract administration for Rural and Urban Water Supply Schemes, Sewage and Waste Water Disposal Systems including pretreatment of tannery wastes, subdivision roads and small dams.

With Howard Humphreys & Sons (Consulting Engineers) he was responsible for all aspects of road design on two major highway projects, of 65 miles total length; and Resident Engineer and Assistant Resident Engineer for road and bridge piling contract.

With the Department of Environment, Eastern Road Construction Unit (England) he was engaged in the feasibility studies for a motorway.

He was involved in the design and detailing of structures and in feasibility studies for a Power Station, with Allott & Lomax, Manchester, England.

In his early career, Mr. Budhdev was on the site supervisory staff on a rural road scheme with Tippetts Abbet McCarthy Stratton, Consulting Engineers in Kenya.

022/12A-CV



City of Mississauga

MEMORANDUM

File: 11 141 00045
13 111 00008
22 121 00002

To: Chairman and Members of
Operations and Works Committee.
Dept.:

From: William P. Taylor, P.Eng.,
Engineering & Works Dept.

March 23, 1987.

APR 15 1987

OPERATIONS/WORKS
SUBJECT: Transit Advisory Group.
SOURCE: Mayor McCallion.
COMMENTS: INTRODUCTION:



On February 25, 1987 the Mayor attended a meeting convened by the Honourable Ed Fulton to meet members of the Transit Advisory Group which has been set-up by the Ministry of Transportation and Communications.

The Transit Advisory Group which was appointed by the Minister consists of a number of individuals with a broad knowledge of transit and the environment of the Toronto area commuter shed. A list of the members of the Transit Advisory Group and their background is attached to this report.

The objective of this group is to identify the range of institutional alternatives available to government for improving transit services for cross-boundary travel in the Go-Transit service area and make recommendations on how present and future requirements can best be accommodated. Consideration will be given to improved co-ordination and interpretation of functions and services as well as organizational and financial arrangements. A copy of the Terms of Reference for the group are attached.

ISSUES AND OPTIONS:

A preliminary list of organizational issues and range of options was presented to the Municipal Advisors on February 25, 1987. These are as follows:

(A) Organizational Issues:

- Who plans?
- Who co-ordinates the plans?
- Who operates/how many operators?
- Who co-ordinates the operators?
- Extent of service integration?
- Extent of fare integration?
- Fare and service equity?

.../2

(B) Range of Options:

Four basic types of institutional arrangements for transit have been identified to address the identified organizational issues. The four are:

2(a)

(a) Co-operation:

This is essentially the status quo wherein the 17 independent transit systems may co-ordinate some of their activities by voluntary co-operation. A modified status quo with some new arrangement to facilitate co-operation would still fall under this heading.

(b) Co-ordination:

This would involve a co-ordinator, separate from all transit operators, to co-ordinate their activities.

One option would establish M.T.C. as co-ordinator; previous studies and the submissions received by the Transit Advisory Group from GO Transit and the Board of Trade of Metropolitan Toronto have recommended that M.T.C. assume this responsibility. Another option would establish an inter-regional agency as co-ordinator; this was the role originally assigned to TATO, but not fulfilled as TATO became pre-occupied with the operation of GO Transit.

(c) Federation:

In a federation, the different transit systems would merge for certain common purposes, while retaining their independence in other matters.

Successful federations are found in Europe where they are called transit unions. A limited federation would limit the number of common purposes; a full federation would deal with most matters other than actual operation on a common basis.

(d) Amalgamation:

Under amalgamation the separate transit systems would be merged into one.

Partial amalgamation would be possible; for example, all rail transit would be amalgamated but leave bus systems under their present operators.

Full amalgamation would result in a single transit authority for the whole area.

3(h)

COMMENT:

In 1983, a working paper on Inter-Regional Transit Co-ordination was circulated by the Ministry of Transportation and Communications for comments. This working paper identified four basic organizational alternatives for dealing with Inter-Regional transit issues. At that time, the four alternative ways of improving co-ordination were as follows:

- 1A MTC as co-ordinator.
- 1B A new Inter-Regional agency as co-ordinator.
- 2A A limited purpose federation with MTC to co-ordinate the rest.
- 3A A full federation with MTC represented on it.

Mississauga Transit reviewed these four options and reported on the working paper to the Transit Committee at meetings on September 23, 1983 and October 3, 1983. The Transit Committee recommended the following, which was adopted by Council at its meeting on October 24, 1983.

- *25-83 (a) THAT the City of Mississauga endorse the suggested alternative of co-ordination as set out in the Inter-Regional Transit Co-ordination Working Paper dated June 1983 prepared by the firm of Paterson Planning and Research Limited for the Ministry of Transportation and Communications with the Ministry of Transportation and Communications assuming the role of Co-ordinator;
- (b) AND FURTHER THAT a study be prepared by Mississauga Transit to deal with the City of Mississauga's position on individual issues such as Regional Transit and Fare Integration etc., for submission to the Ministry of Transportation and Communications"

The co-ordination alternative received unanimous support of transit properties. Based on this support an implementation plan was prepared and evaluated by the Ministry.

The Implementation Plan was reviewed by the Transit Committee with the following recommendations which were adopted by Council at its meeting of March 7, 1984. 3(12)

- *1. That the Minister proceed immediately to establish the Transit Co-ordination Forum of Public Transit Properties in the area comprising Metropolitan Toronto and the Regions of Peel, Halton, York and Durham.
2. That the City of Mississauga comments on the document "Inter-Regional Transit Co-ordination - An Implementation Plan" dated January 1984 be sent to the Deputy Minister of Transportation and Communications.
3. That Mr. E.J. Dowling, General Manager, shall be the Mississauga Transit Member of the Forum and Mr. A.J. Pearson, his alternate.
4. That Mississauga Transit proceed with the study as recommended by the Transit Committee on October 3, 1983 and approved by City Council on October 24, 1983."

The Transit Planning Forum was formed by the Ministry of Transportation and Communication and meetings have been ongoing. The Transit Forum is made up of Operators and has been useful in reviewing a number of mutual concerns.

The Transit Advisory Group was set up by the Minister to review the current process and to make further recommendations. The Transit Advisory Group's work is a further extension of the previous working papers and Transit Planning Forum.

With regard to the four alternatives being proposed by the Transit Advisory Group, we have reviewed the alternatives and are of the opinion that the co-ordination option is still the preferred alternative as approved by Council previously. This option would permit local autonomy but would provide a co-ordinator/mediator when two operators cannot agree. Currently we have a form of co-operation working (i.e., Mississauga/Brampton, Mississauga/T.T.C., however, there are some areas where agreement cannot be reached, this is when co-operation falls apart. We are still of the opinion that the Ministry of Transportation and Communications should carry out the function of co-ordinator.

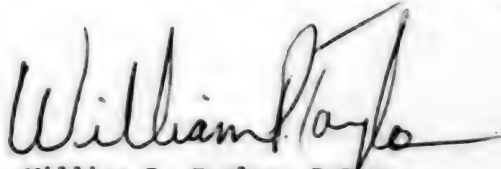
While there may in the ultimate development picture be a need for a full or limited federation, we are of the opinion that in the next 15 years, the cross-boundary co-ordination can be handled quite effectively by the co-ordination management with M.T.C. as co-ordinator.

The organizational issues identified earlier can be detailed once the institutional arrangements are settled.

32(d)

COMMENDATIONS:

- (a) That the City of Mississauga reconfirm previous endorsement of the suggested co-ordination alternative for Transit institutional arrangement.
- (b) The Ministry of Transportation and Communications assume the role of Co-ordinator.
- (c) That this report dated March 23, 1987 be forwarded to D. Paterson, Co-ordinator of the Transit Advisory Group.


William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Department.

JWT/dab
0487E
Attach.

3(a)

**TRANSIT ADVISORY GROUP
TO THE MINISTER OF TRANSPORTATION AND COMMUNICATIONS OF ONTARIO**

TERMS OF REFERENCE

October 1986

3(f)

**TRANSIT ADVISORY GROUP TO THE MINISTER OF
TRANSPORTATION AND COMMUNICATIONS OF ONTARIO**

TERMS OF REFERENCE

OBJECTIVE:

To identify the range of institutional alternatives available to government for improving transit services for cross-boundary travel in the Go-Transit service area, and make recommendations on how present and future requirements can best be accommodated. Consideration will be given to improved coordination and integration of functions and services as well as organizational and financial arrangements.

BACKGROUND:

Currently, there are seventeen public transit systems operating in the area encompassing the Regions of Metropolitan Toronto, Peel, York, Durham, Halton and Hamilton-Wentworth. Trends in population and employment point to a significant increase in cross-boundary travel and the resultant need to ensure proper coordination and integration of transit services in the interests of both the travelling public and the municipal jurisdictions affected. In a dynamic region like this, it is extremely important from time to time, to reassess the adequacy of the systems in place to respond to the needs of the community. This would include such matters as jurisdictional responsibilities, legislative authorities, financial arrangements, coordinating mechanisms, and public policies.

The review of cross-boundary transit by this Advisory Group will address the opportunities for enhancement and requirements for change, over the next fifteen years.

PROCEDURE:

This review will involve:

- (1) A review of existing and anticipated future cross-boundary travel conditions in the study area, together with an assessment of the adequacy of our existing institutional arrangements to respond to these needs.

2(g)

- (II) A review of the approaches used by other governments and jurisdictions in addressing the coordination and integration of cross-boundary transit services.
- (III) An identification of alternative approaches from an institutional and financial perspective, that appear appropriate to our environment together with recommendations on future courses of action.

During this process the Transit Advisory Group will invite participation by interest groups and will consult with affected municipalities and organizations.

REPORTING:

The Advisory Group will submit a report on its findings to the Minister of Transportation and Communications by the spring of 1987.



Ministry of
Transportation and
Communications

news release

FOR IMMEDIATE RELEASE
23/07/86

Fulton establishes
transit advisory group

TORONTO -- Ontario Minister of Transportation and Communications Ed Fulton today announced the formation of an advisory group to study various options for improving transit services between the Regions of Metro Toronto, Peel, York, Durham, Halton and Hamilton-Wentworth.

The panel, chaired by the Deputy Minister, David Hobbs, will focus on the co-ordination of planning decisions, as well as the possibility of greater integration of existing and future services.

There are currently 17 transit systems operating in the six regions, collectively referred to as the Toronto-area commutershed. Requirements for travel between the regions and municipalities are currently being met in a variety of ways, including the inter-regional service provided by the provincially-operated GO Transit.

"Through GO Transit, subsidies to municipal transit systems and transfers for municipal roads, the Government of Ontario spends more than \$500 million in the regions we are looking at. I believe the provincial government has an obligation to the taxpayer to co-ordinate better planning," Fulton said.

"Public transit is one area of government activity affecting virtually all people in their day-to-day lives. Everyone pays for transit; directly at the farebox or indirectly through their taxes. I believe that government has a duty to consult widely with affected groups. To that end, the advisory group will consult broadly with public interest groups, elected municipal officials and transit operators."

...../2

3(a)

Mr. Fulton noted that population and land use trends indicate an increase in cross-boundary travel which will necessitate more extensive co-ordination between municipal services and the GO Transit bus and rail network.

"Clearly, development of transportation services to meet these emerging demands will require the comprehensive examination I am proposing," Fulton said. "This study will identify the type of organizational and operational options which could eventually knit these various services together into a co-ordinated system.

"Of course, our primary objective remains the same: to provide a better service to the public in terms of convenience and accessibility -- a service that asks the most for the taxpayers' dollars."

The advisory group includes individuals with a broad knowledge of transit, and, more specifically, the environment of the Toronto-area commutershed. Members of the group are: Al Cormier, Executive Director of the Ontario Urban Transit Association; Frances Frisken, Associate Professor, Social Science and Urban Studies at York University; Lynne Gordon, Member, Pension Commission of Ontario; and, Richard Soberman, Professor, University of Toronto. The advisory group will be assisted by researcher and planning consultant Donald Patterson. (Brief biographical sketches are attached.)

A white paper outlining options and recommendations should be ready within six months, Fulton said.

"These efforts are geared toward achieving a higher level of public transit through a more effective inter-regional system," Fulton said. "The importance of such initiatives cannot be overstated in terms of enhancing public mobility and supporting growth and development."

From: Public and Safety
Information Branch
1201 Wilson Avenue
DOWNSVIEW, Ontario

24)

TRANSIT ADVISORY GROUP

BACKGROUND

The following are members of the transit advisory group appointed today by Ed Fulton, Minister of Transportation and Communications:

AL CORMIER - Mr. Cormier is Executive Director of the Canadian Urban Transit Association as well as Executive Director of the Ontario Urban Transit Association and was formerly employed by the Ministry of Transportation and Communications. His professional interests include program development for transportation agencies throughout Canada and advising government on such transit issues as the more favourable administration of urban transit fares.

FRANCES FRISKEN - Ms. Frisken is Associate Professor, Social Sciences and Urban Studies, York University. Her research and studies have focussed on political dynamics in urban development and the role of governments in shaping urban structures.

LYNNE GORDON - Ms. Gordon is National Entertainment Editor for the CKO Radio Network and since May 9, 1986, Vice Chairman of the Pension Committee of Ontario. Widely recognized as a consumer advocate, Ms. Gordon is the author of a number of books and is a former chairperson of the Status of Women Council.

RICHARD SOBERMAN - Professor Soberman (Civil Engineering) is the former Director, University of Toronto/York University Joint Program in Transportation. An international consultant in urban transportation, Mr. Soberman is a former Senior Vice President, Planning and Market Development for the Urban Transportation Development Corporation.

DONALD PAT ERSON - Mr. Pat erson will be the advisory group's full-time consultant. The President of Pat erson Planning and Research, Mr. Pat erson has done extensive consulting work for the Ministry of Transportation and Communications, advising the Ministry on urban transit issues. He has also been involved in the early establishment of regional governments, including those in the District of Muskoka and the Regional Municipality of Durham.



City of Mississauga

MEMORANDUM

FILES: 12 241 87021
11 141 00045

4

To: Chairman and Members
Operations and Works Committee
Dept.

From: W. P. Taylor
Dept. Engineering and Works

April 3, 1987

APR 15 1987

OPERATIONS/WORKS

SUBJECT:

1987 Asphalt Resurfacing Contract

ORIGIN:

1987 Current Budget

COMMENTS:

Attached is a list of recommended roads which would constitute the 1987 Asphalt Resurfacing Program.

The sixty-one (61) locations described on the attached list are identified as a high priority and are estimated to cost \$2,922,000.00. The overall program presented will fully utilize the approved 1987 Asphalt Resurfacing Budget.

The Region of Peel has confirmed that no conflict exists with our proposed program.

The Engineering Department will be undertaking a 'Pavement Management Review' of all road systems within the City and will submit an outline of a five (5) year program of 'Asphalt Resurfacing' for Council's review in early 1988.

RECOMMENDATION:

That the report of the Commissioner of Engineering and Works dated April 2, 1987 outlining the 1987 Asphalt Resurfacing Program be approved.

BES/edm
0347E/78E

Encl.

[Handwritten signature]

[Handwritten signature: W. P. Taylor]
W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

4(a)

APRIL 3, 1987

1987 ASPHALT RESURFACING PROGRAM

	<u>LOCATION</u>	<u>FROM</u>	<u>TO</u>
1.	Third Street	Meredith Avenue	Cawthra Road
2.	Strathy Avenue	Lakeshore Road	Ogden Avenue
3.	Beechwood Avenue	Lakeshore Road	Richey Crescent
4.	Richey Crescent	Terminal End	Terminal End
5.	Byngmount Avenue	Hampton Crescent	Montbeck Crescent
6.	Montbeck Crescent	Hampton Crescent	Byngmount Avenue
7.	Curzon Avenue	Hampton Crescent	Aviation Road
8.	Beach Street	Aviation Road	Goodwin Road
9.	Gardner Avenue	Cawthra Road	Strathy Avenue
10.	Nigel Road	Wiseman Court	Brookhurst Road
11.	Canvey Crescent	Bostock Crescent	Bostock Crescent
12.	Daimler Road	Bostock Crescent	Canvey Crescent
13.	Constable Road	Bromsgrove Road	Kelly Road
14.	Birchwood Drive	Greenoaks Drive	Lorne Park Road
15.	Tredmore Drive	Constable Road	Bromsgrove Road
16.	Riverspray Crescent	Bloor Street	Runningbrook Drive
17.	Riverspray Crescent	Runningbrook Drive	Runningbrook Drive
18.	Williamsport Drive	Havenwood Drive	Havenwood Drive
19.	Winding Trail/Gulleden Dr.	Williamsport Drive	Dixie Road
20.	Schomberg Avenue	Cawthra Road	Breckenridge Road
21.	Wagondust Road	Riverspray Crescent	Runningbrook Drive
22.	Lara Woods	Lolita Gardens	Lolita Gardens

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<u>LOCATION</u>	<u>FROM</u>	<u>TO</u>
23. Mississauga Valley Blvd.	Bloor Street	W. Leg of Trisha Downs
24. Cliff Rd. North	Central Parkway East	Mississauga Valley Blvd.
25. Holden Crescent	Hassall Road	Hassall Road
26. Hyacinthe Blvd.	Bloor Street	Mississauga Valley Blvd.
27. Galena Crescent	Hyacinthe Boulevard	Hyacinthe Boulevard
28. Langworthy Drive	Brandon Gate Drive	Clara Drive
29. Etude Drive	Lancaster Avenue	Justine Drive
30. Lancaster Drive	Etude Drive	Morning Star Drive
31. Wainbrook Road	Dunrankin Drive	Morning Star Drive
32. Shawson Drive	West from Dixie	First Curve
33. Clara Drive	Netherwood Road	Catalpa Road
34. Sonja Road	Capricorn Crescent	Minotola Avenue
35. Blairholm Avenue	Stainton Drive	Terminal End
36. McBride Avenue	Erindale Station Road	Forestwood Drive
37. Dundas Crescent	The Credit Woodlands	Terminal End
38. Wolfedale Road	Dundas Street	Burnhamthorpe Road
39. Mavis Road	Paisley Boulevard	Queensway West
40. Universal Drive	Lenworth Drive	Dundas Street
41. Insley Road	Henley Road	North Service Road
42. Mattawa Avenue	Loreland Drive	Goldenridge Road
43. Tolman Road	Greening Avenue	North Service Road
44. Henley Road	Stanfield Road	Hedge Drive
45. McIntosh Crescent	Stanfield Road	Stanfield Road
46. Melton Drive	Sidney Road	Curb End
47. Russett Road	Stanfield Road	Hydro Property

... 3 ...

H/K

- 3 -

<u>LOCATION</u>	<u>FROM</u>	<u>TO</u>
48. Melba Road	Tolman Road	Harvest Drive
49. Snow Crescent	Russett Road	Melba Road
50. Sidney Road	Kendall Road	Melton Drive
51. Hedge Drive	Ribston Road	New Development
52. The Collegeway	Winston Churchill Blvd.	Erin Mills Parkway
53. Glen Erin Drive	Burnhamthorpe Road	Dundas Street
54. Broadway Street	Tannery Street	Thomas Street
55. Tannery Street	Joymar Drive	Queen Street
56. Carolyn Road	150m west of Creditview Rd.	Durie Road
57. Gafney Drive	Thomas Street	Bonham Boulevard
58. Windwood Drive	Erin Mills Parkway	E. of Bucklepost Crescent
59. Glen Erin Drive	Britannia Road West	150m north of Bridge
60. Alpha Mills Road	Mississauga Road	Plainsman Road
61. Falconer Drive	Alpha Mills Road	Rapallo Mews

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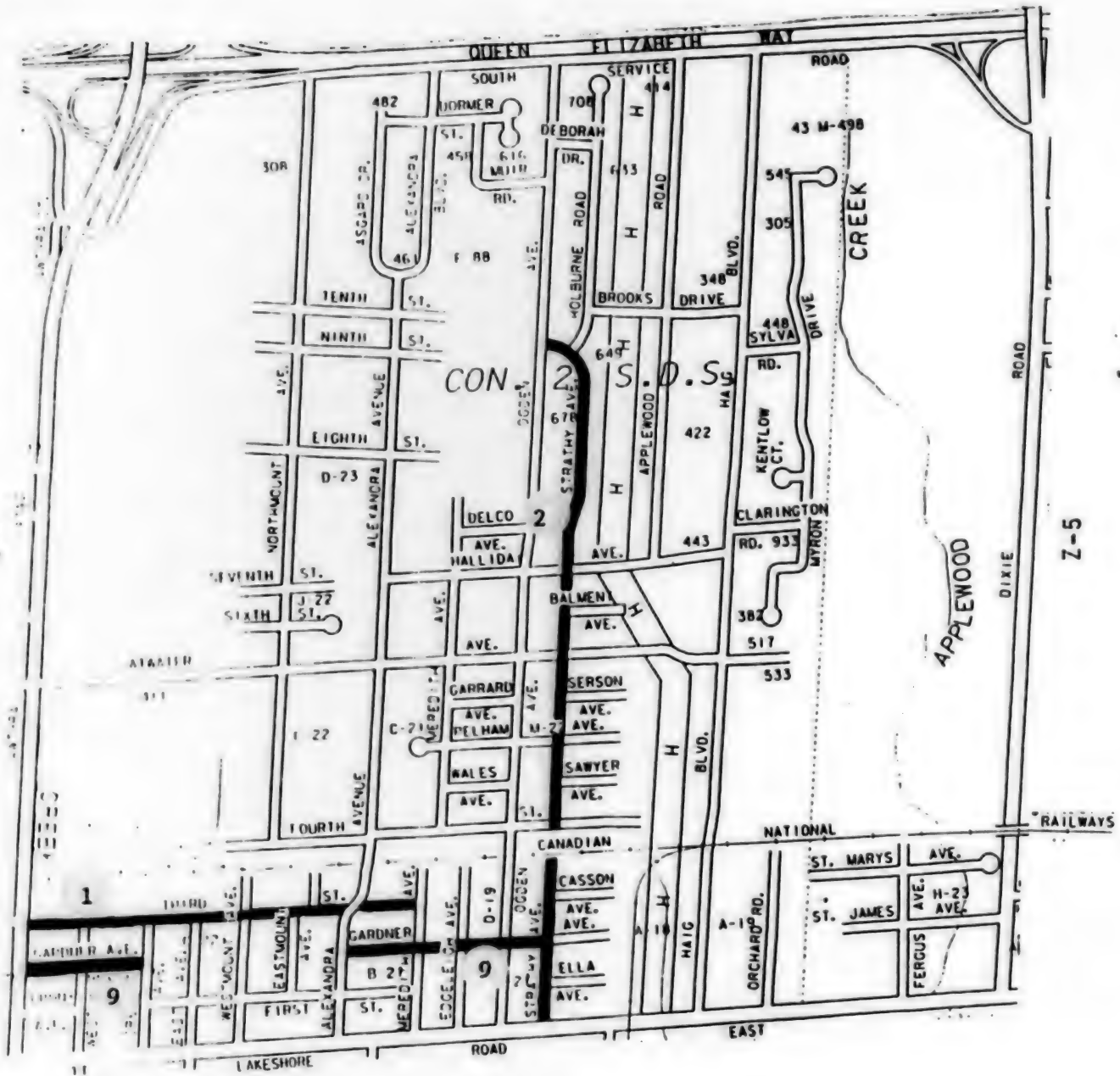
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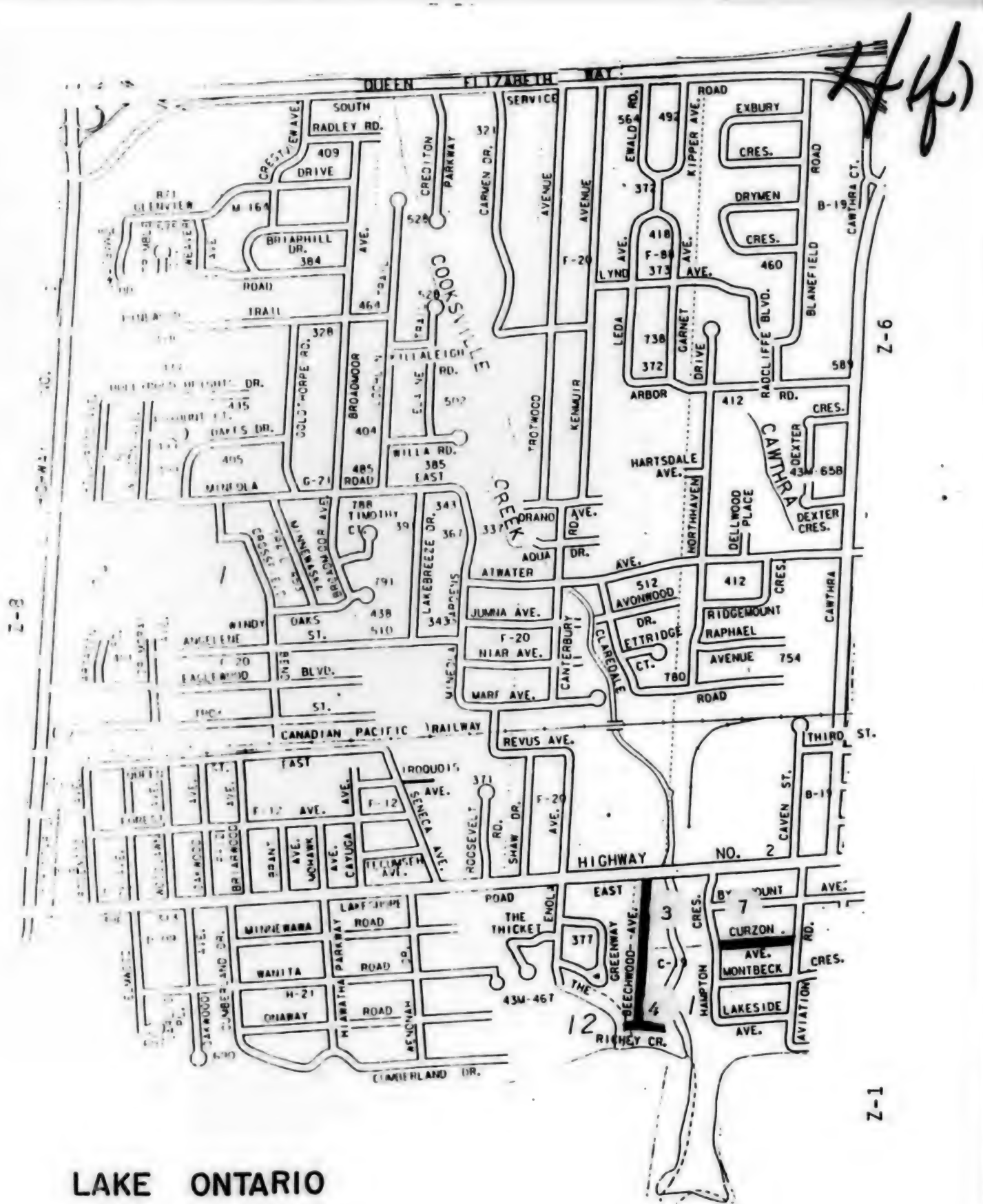
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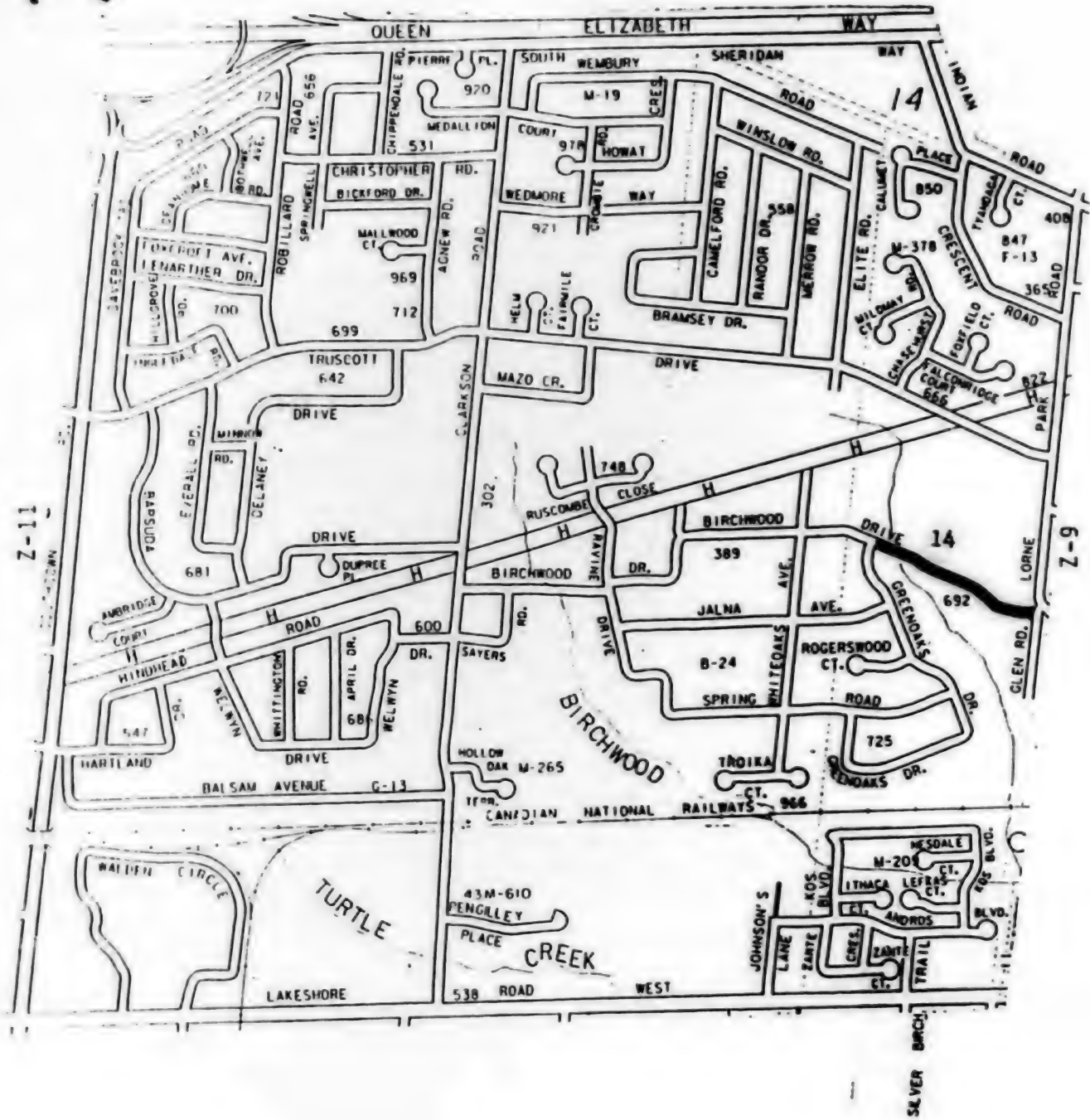
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LAKE ONTARIO

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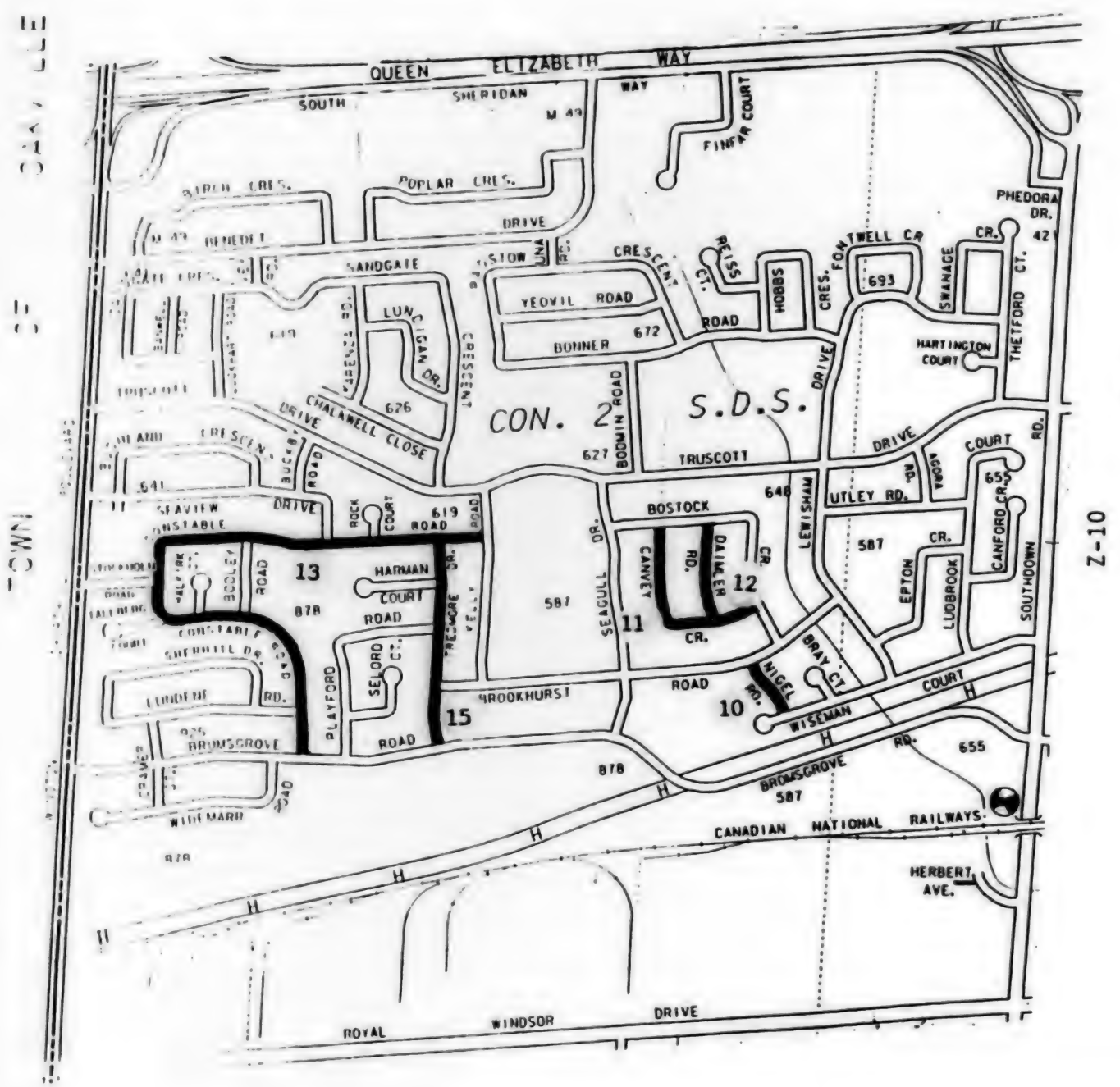
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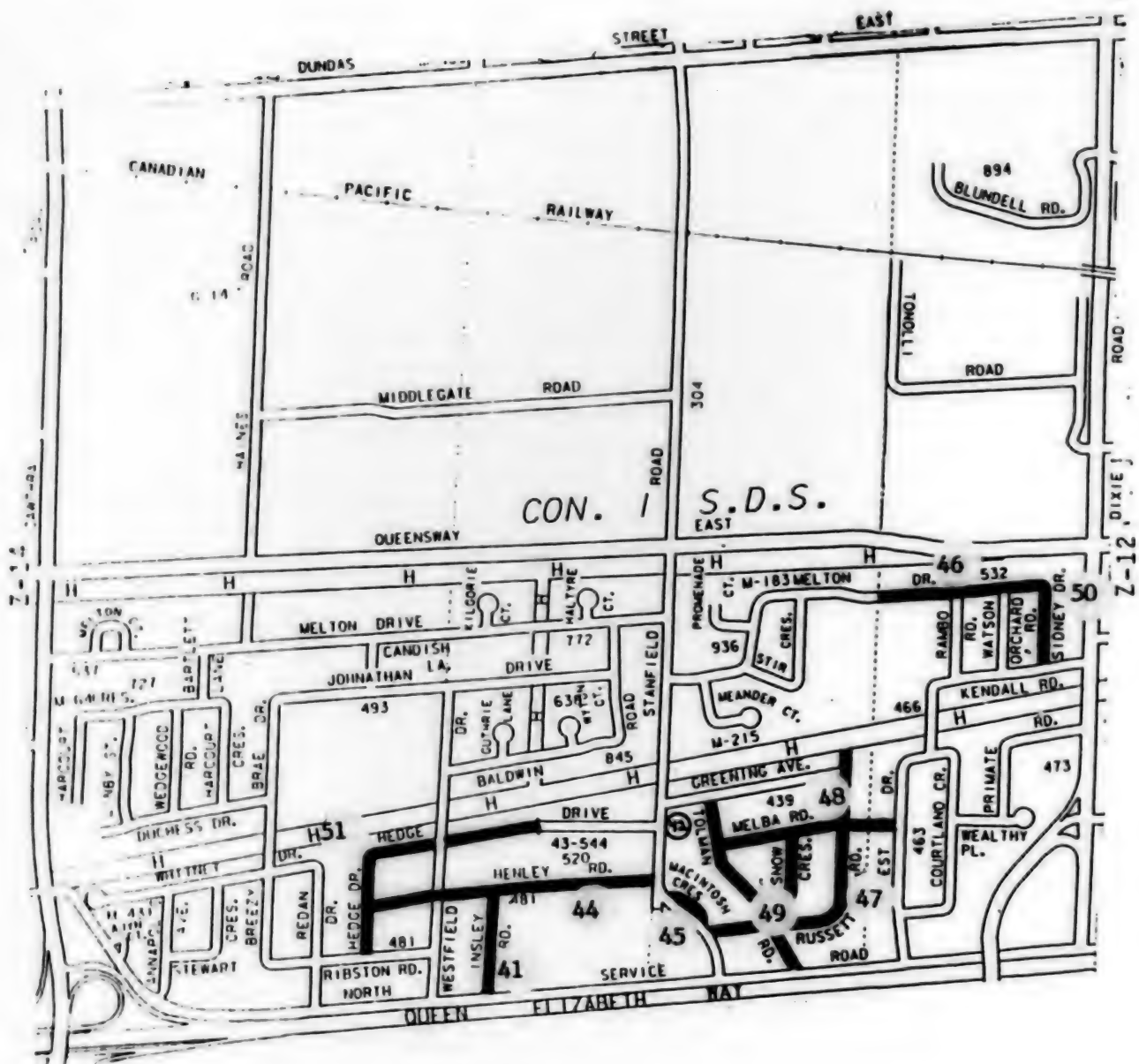
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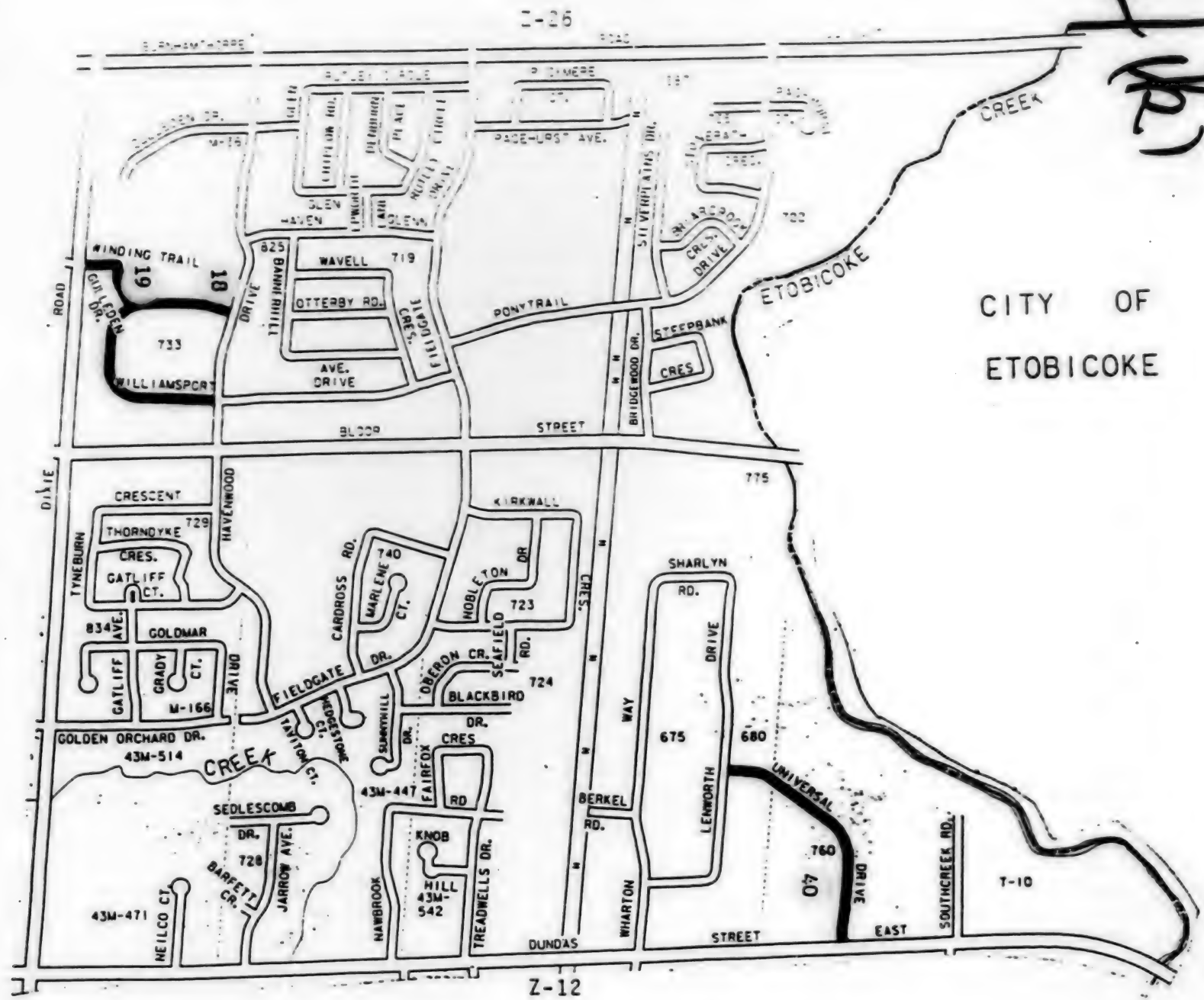
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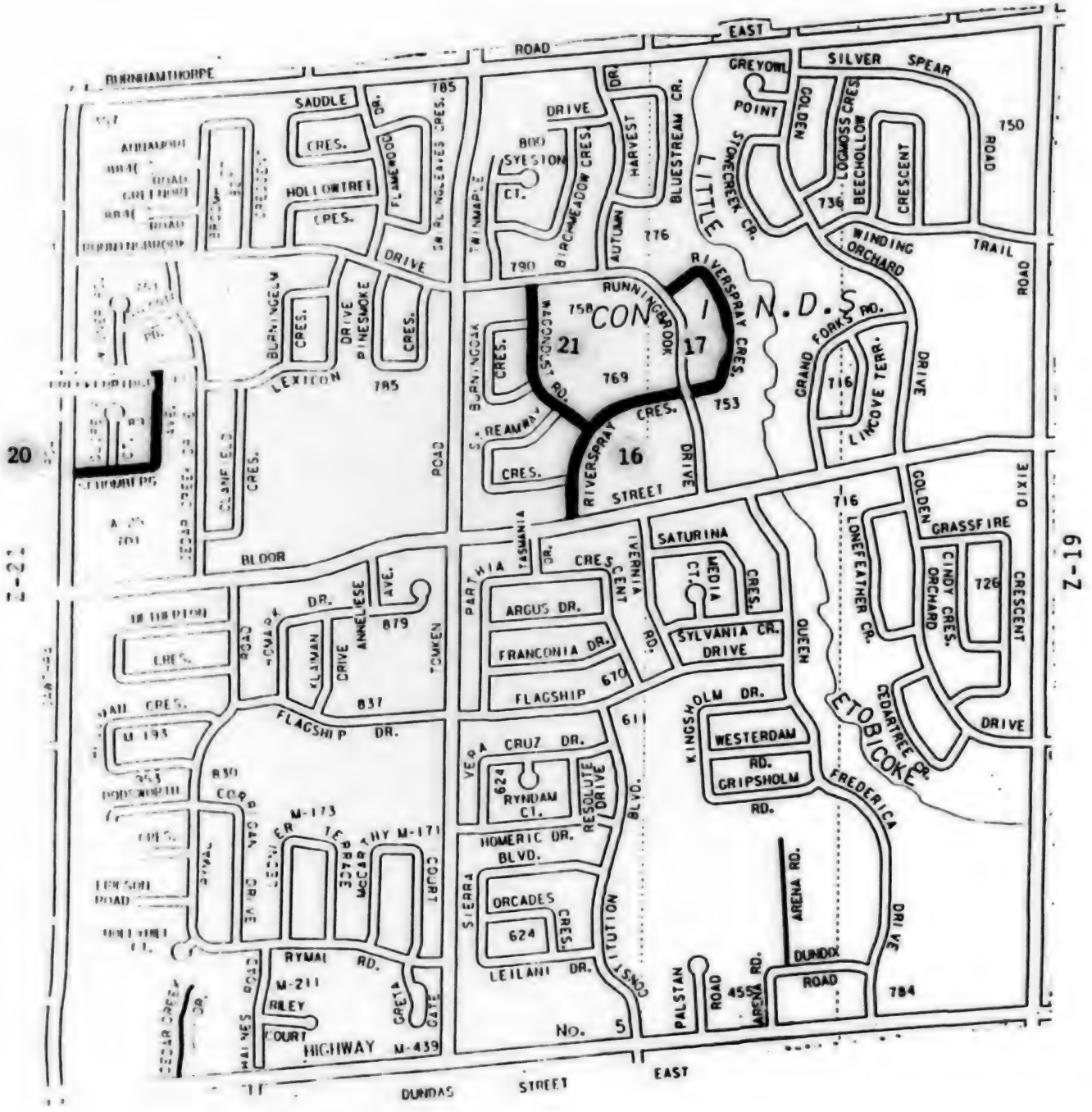


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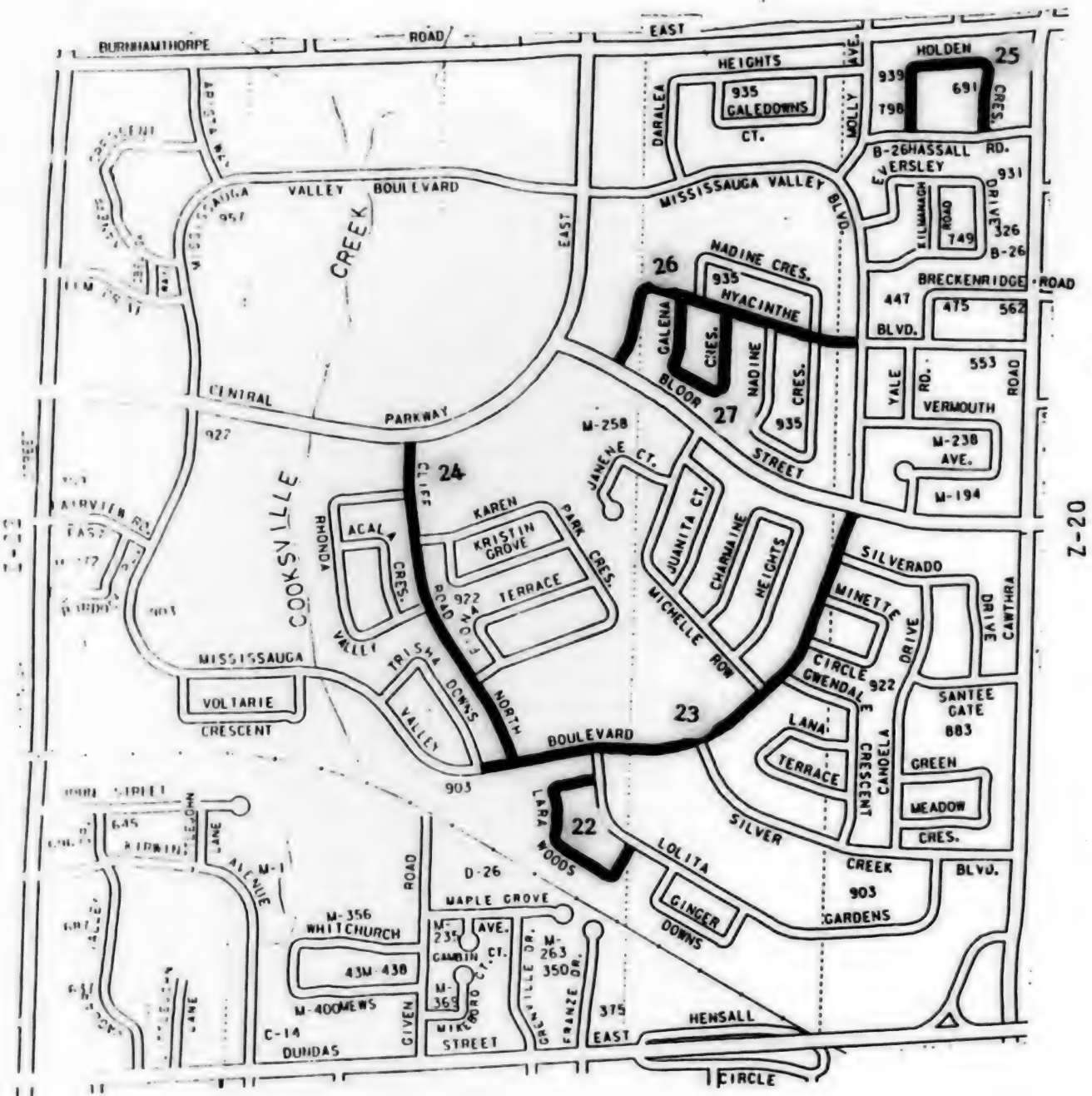
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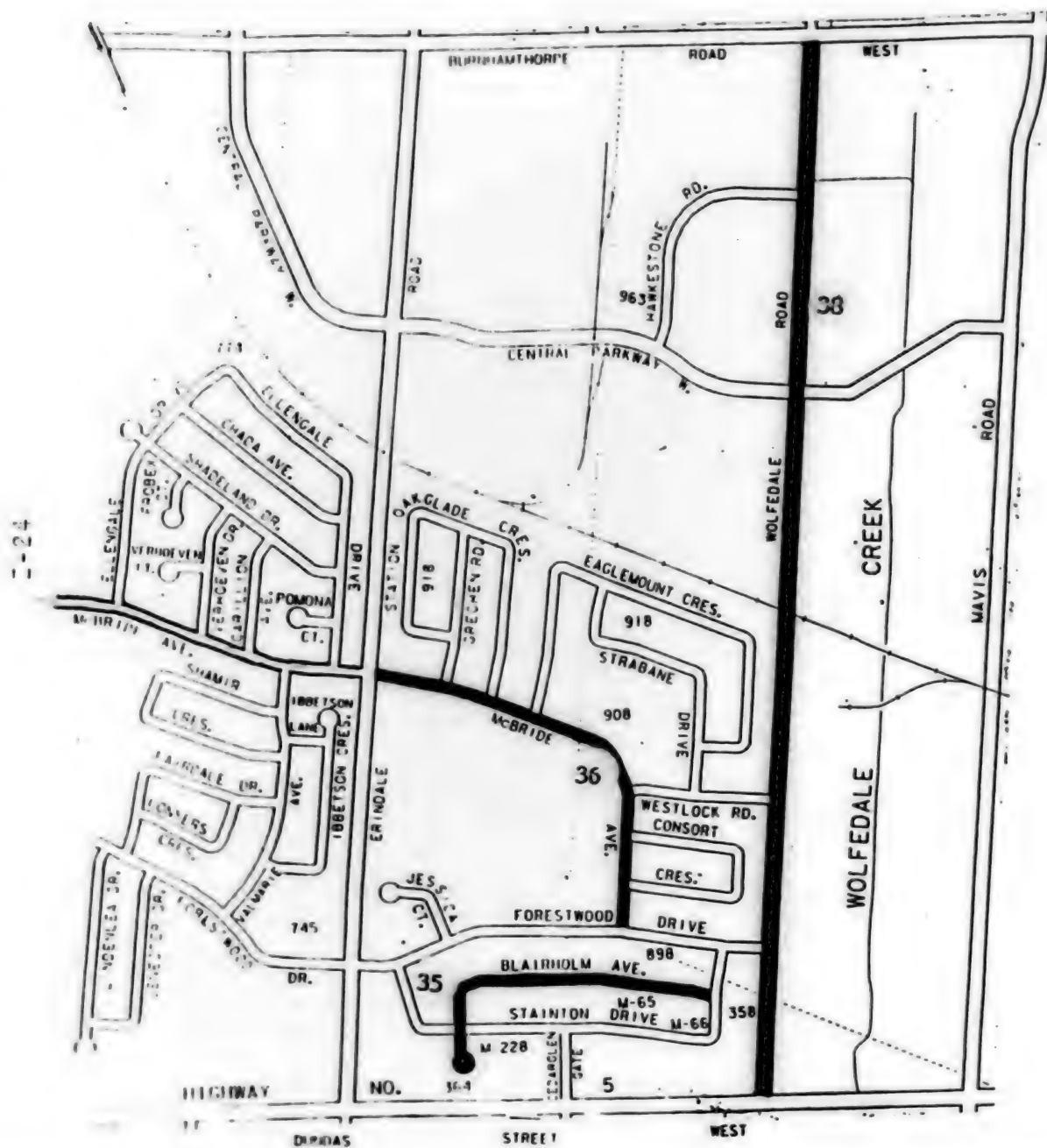


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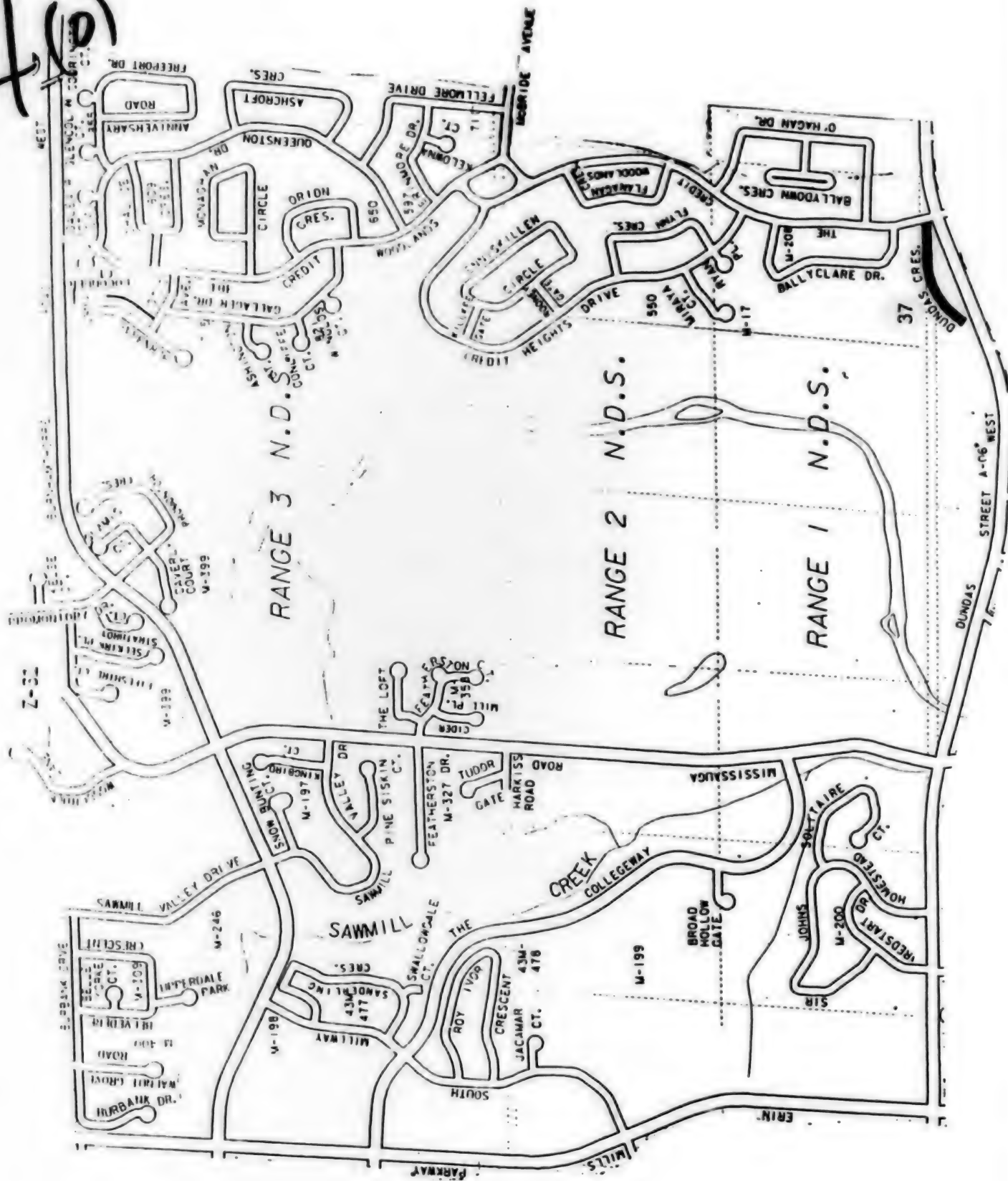
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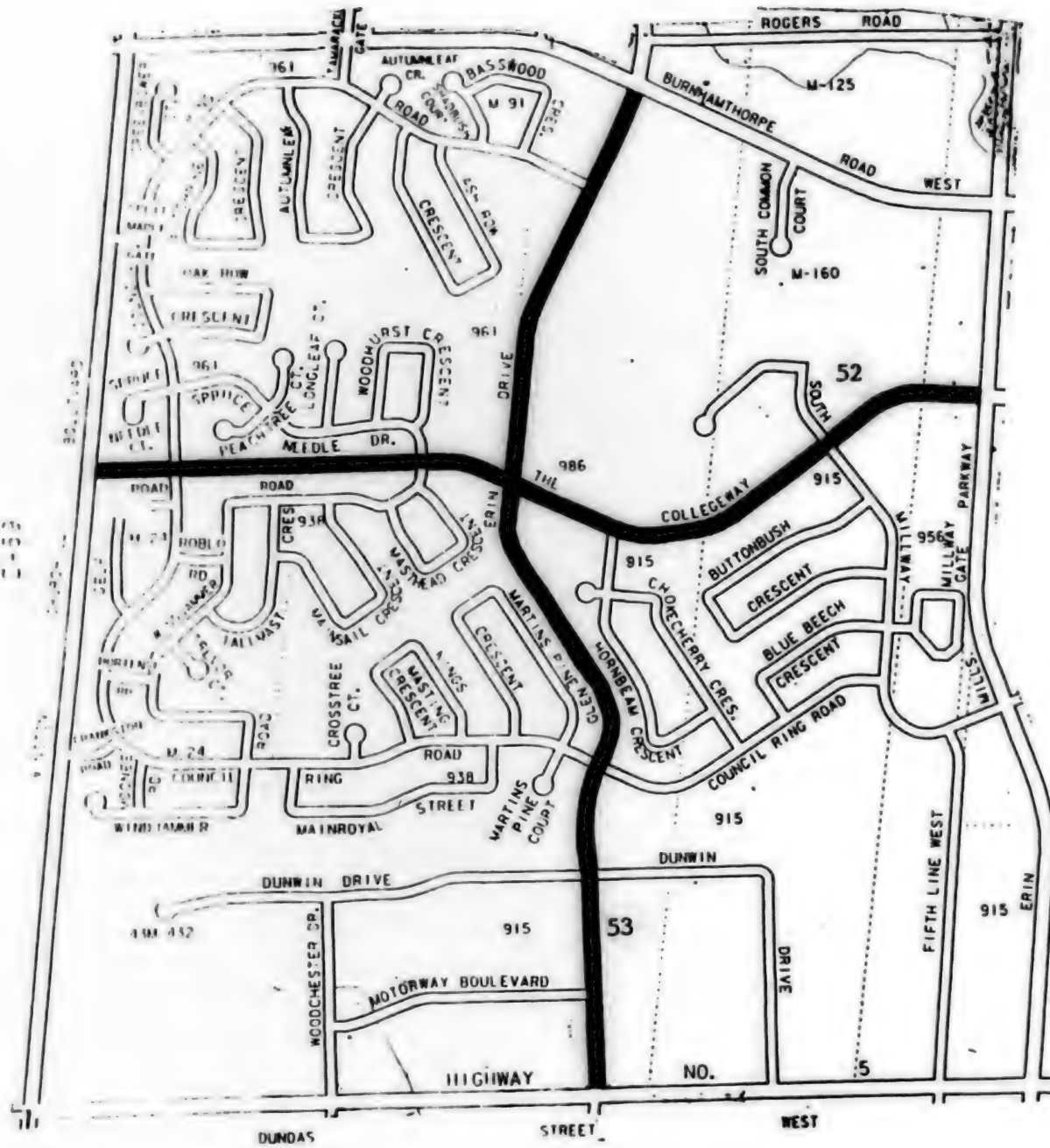


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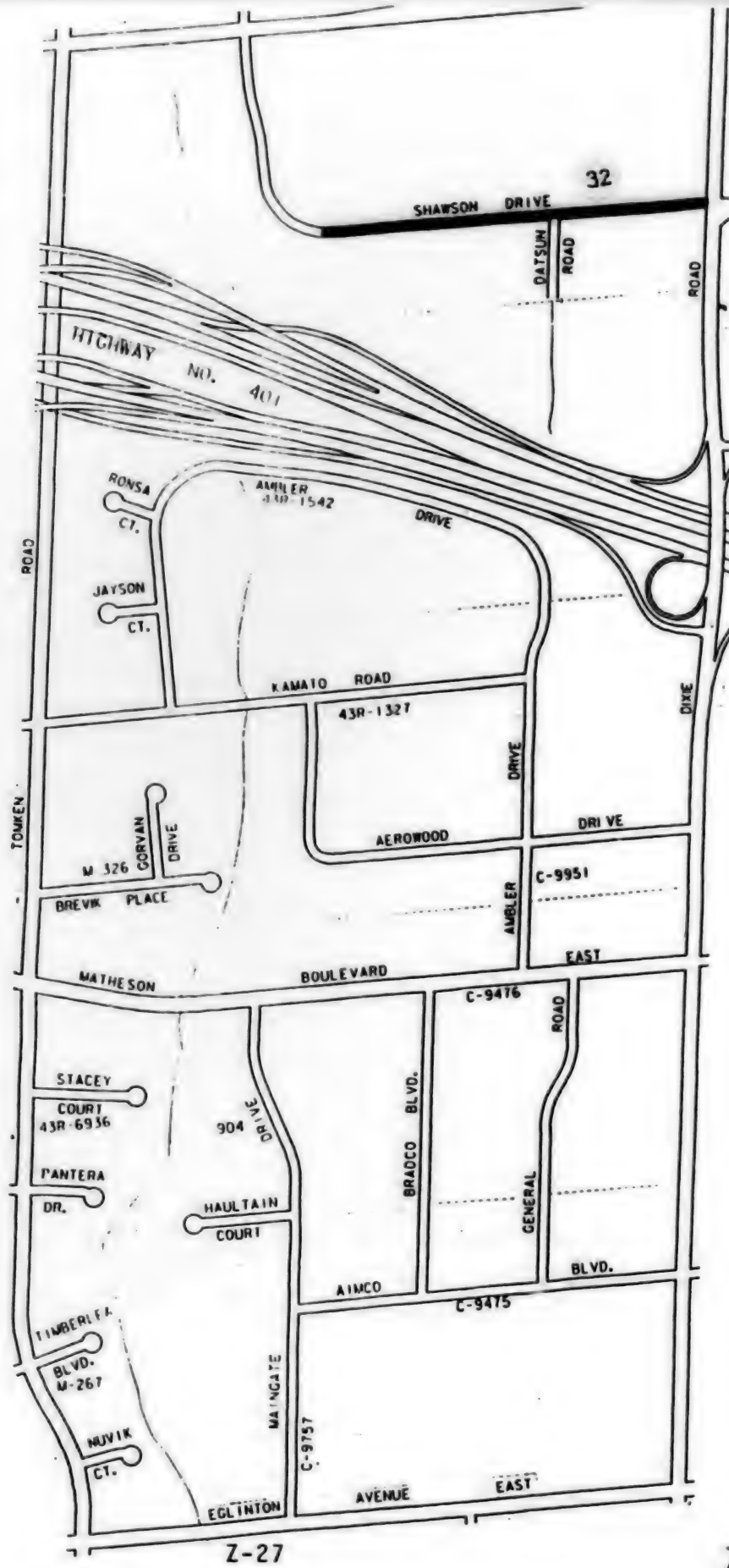
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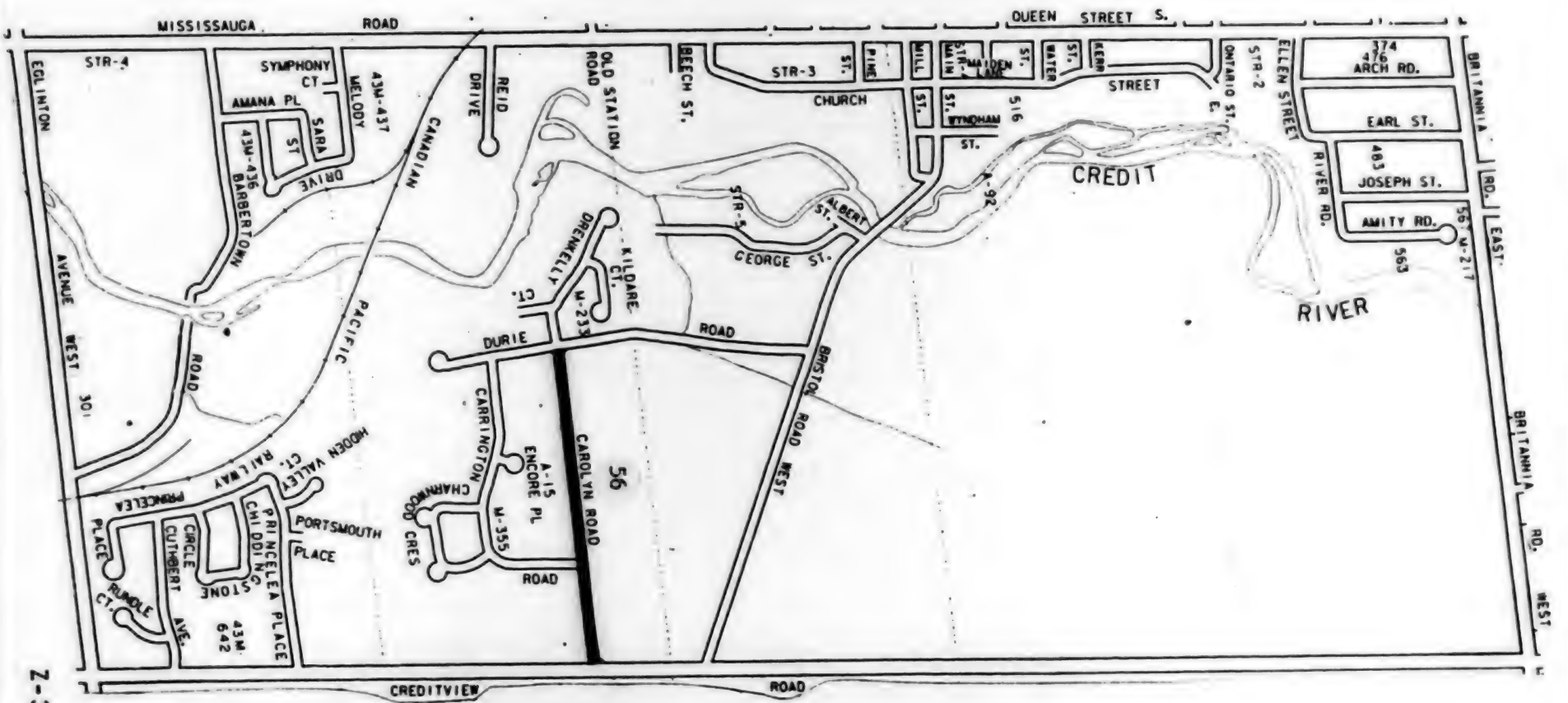
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Z-31



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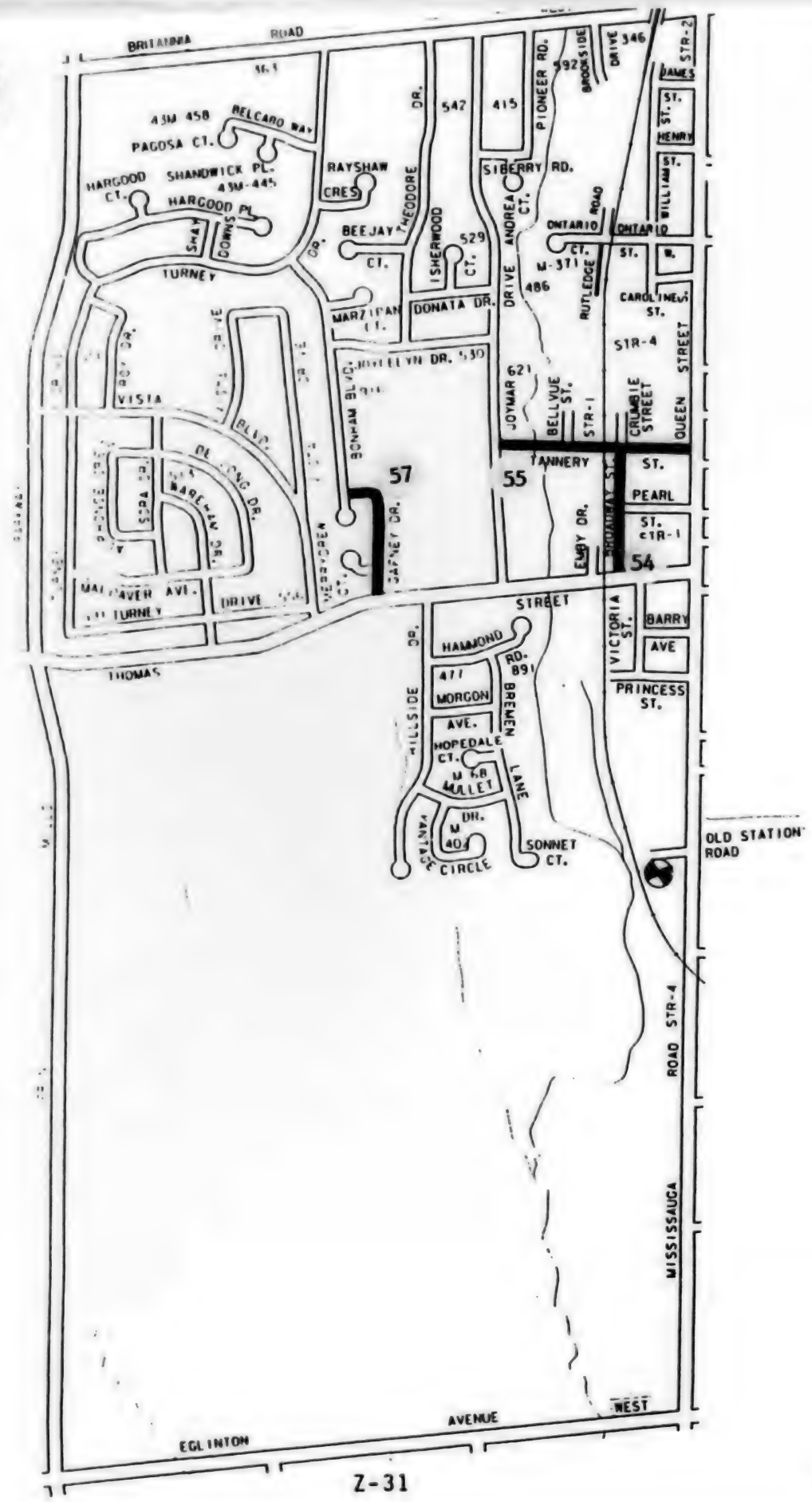
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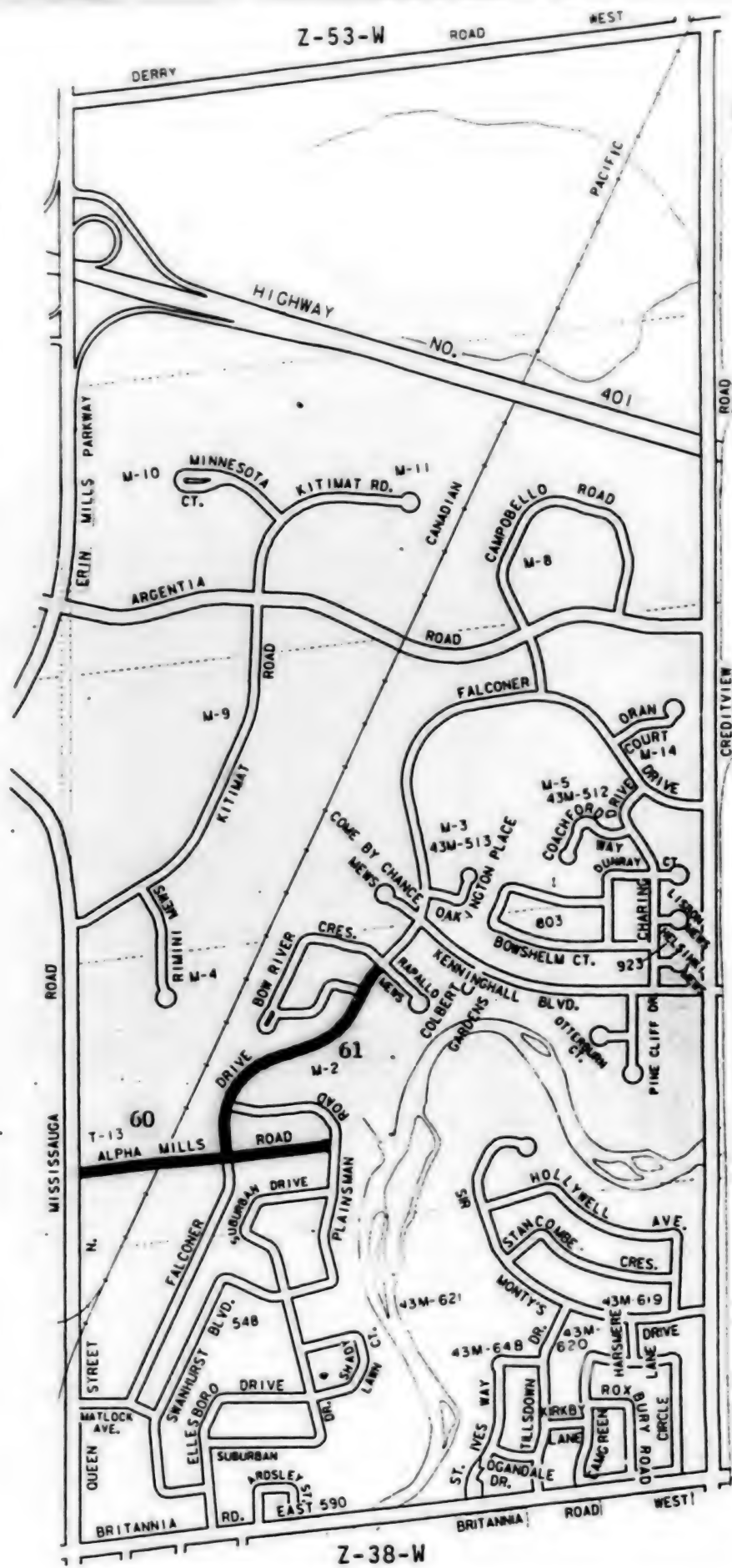
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Z-39-E

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Z-46-E

Z-45-E

Z-45-W

This is a detailed street map of a residential area in Regina, Saskatchewan. The map is oriented with North at the top. Key streets include Derry Road, Erin Drive, Montevideo Road, and Battleford Road. Parks shown are Lake Aquitaine and Lake Wabukayne. Landmarks include the Regina Golf Course and the Regina City Hall. The map is labeled with 'Z-54-W' at the top and 'Z-39-W' at the bottom.

Streets: Derry Road, Erin Drive, Montevideo Road, Battleford Road, Churchill Road, Glen Road, Willowmore Way, Markwood Drive, Canberra Road, Segovia Road, Barrisdale Drive, Trondheim Drive, Milcreek Drive, Willowmore Way, Markwood Drive, Canberra Road, Segovia Road, Barrisdale Drive, Trondheim Drive, Milcreek Drive, Willowmore Way, Markwood Drive, Canberra Road, Segovia Road, Barrisdale Drive, Trondheim Drive, Milcreek Drive.

Parks: Lake Aquitaine, Lake Wabukayne.

Landmarks: Regina Golf Course, Regina City Hall.

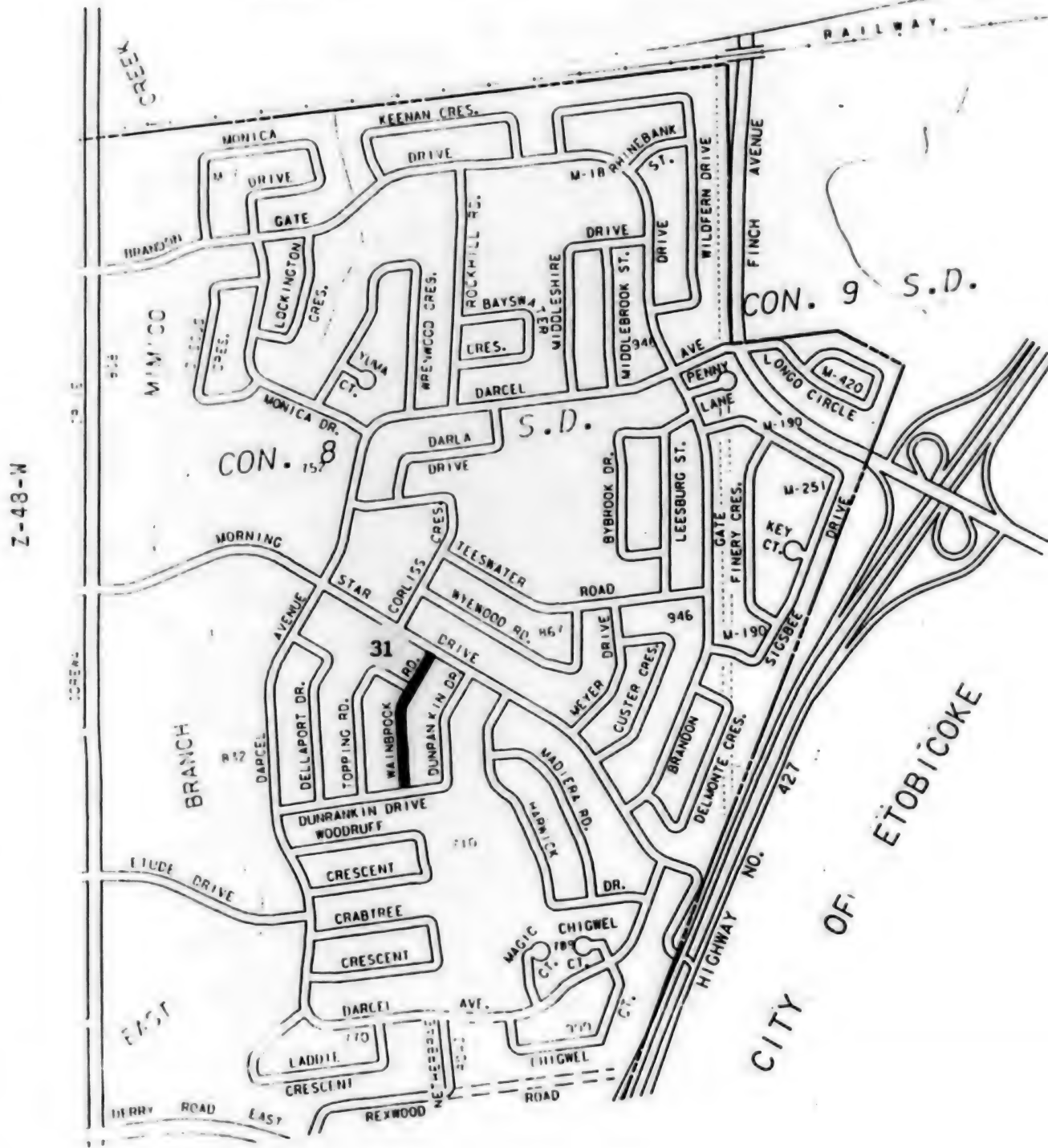
Map Labels: Z-54-W, Z-39-W.

Z-46-E

Z-46-W

H(u)

CITY OF BRAMPTON



Z-40-E

Z-47 & Z-48-E



City of Mississauga

MEMORANDUM

FILE : 11 141 00039
16 111 81233

5

To The Chairman and Members of
Dept. Operations & Works
From W.P. Taylor, P.Eng.,
Dept. Commissioner, Engineering

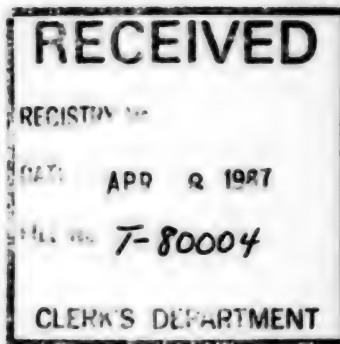
April 6, 1987

APR 15 1987
OPERATIONS/WORKS

SUBJECT : Waiving of Condition 2(e) Schedule 'C' of the Engineering Agreement with respect to Lot 11, T-80004, Sherwood Hills Subdivision Phase II, located east of Erin Mills Parkway and south of Dundas Street West.

ORIGIN : Request from the builder, North Hill Homes, 800 Arrow Road, Unit 11, Second Floor, Weston, Ont., M9M 2Z8.

COMMENTS : Under the terms of Condition 2(e) of Schedule 'C' of the Engineering Agreement, the driveway access for Lot 11, T-80004, is to be located on Hammond Road as far removed from the intersection with King Forrest Drive as possible.



Because of the configuration of Lot 11, the architect is unable to site the desired dwelling and maintain compliance with the minimum requirements of the Zoning By-Law and the builder has requested the City's permission to locate the access on King Forrest Drive.

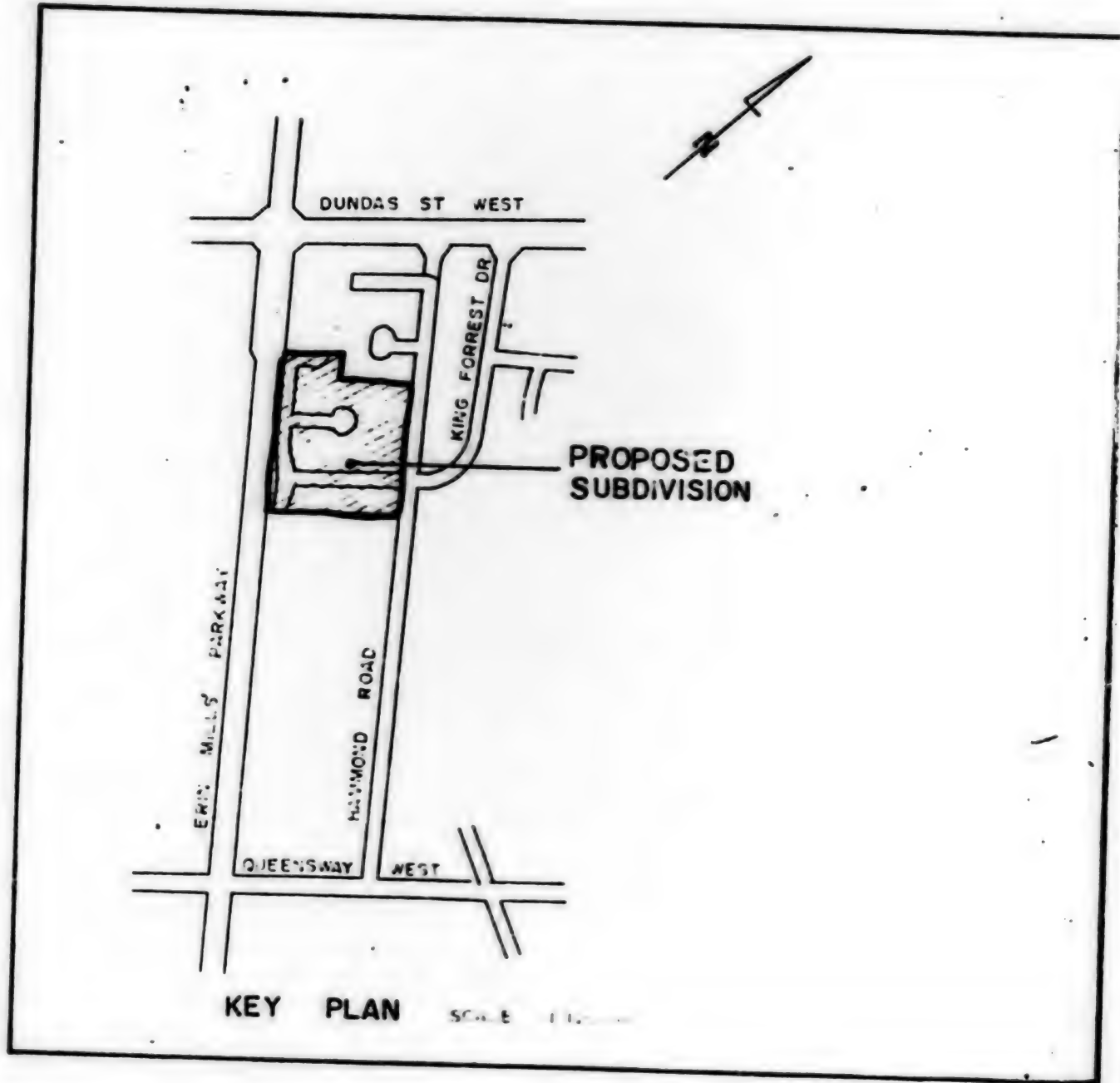
From a traffic standpoint, we have no objection to the proposed location of the driveway.

RECOMMENDATION : That Condition 2(e) of Schedule 'C' of the Engineering Agreement for Sheridan Hills Subdivision Phase II, T-80004, located east of Erin Mills Parkway and south of Dundas Street West, be waived with respect to Lot 11.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

RTR:jb
0362E

5(a)





City of Mississauga

MEMORANDUM

FILES: 16 111 75138
11 141 00045

6

To: Chairman and Members
Dept. Operations and Works Committee

From: W. P. Taylor
Dept. Engineering and Works

April 6, 1987

OPERATIONS/WORKS APR 15 1987

SUBJECT:

Amendment to Schedule 'C', Subsection 6 of the Engineering Agreement for Galeway Estates Subdivision, Plan 43M-432, located north of Dundas Street West and east of Winston Churchill Boulevard, reducing the minimum building setback from the east property line of Lot 10 of that plan from 10 metres (32.8 feet) to 6.5 metres (21.33 feet) (sketch enclosed).

ORIGIN:

Engineering Agreement dated May 1, 1981, between Galeway Estates Limited (801 Eglinton Avenue, Suite 105, Toronto, Ontario, M5N 1E3), the City of Mississauga and the Regional Municipality of Peel.

COMMENTS:

In accordance with the requirements of Schedule 'C', Subsection 6 of the Engineering Agreement for the subject development, no buildings or structures were permitted to be located within 10 metres (32.8 feet) of the easterly lot line of Lots 1, 10 and Block 12, Plan 43M-432. This condition was imposed at the request of Trans-Canada Pipelines who have facilities located within a 9.144 metre (30 feet) gas easement located immediately east of Plan 43M-432.

A proposal has been submitted to construct a commercial building on Lot 10 having a minimum setback of 6.25 metres (20.5 feet) from the easterly lot line. The enclosed letter dated March 24, 1987, from Galeway Estates Limited requests that the building setback restriction for Lot 10 pursuant to the requirements of Schedule 'C', Subsection 6, be deleted to permit construction of the proposed commercial building.

RECEIVED

REGISTRY

DATE: APR 9 1987

FILE NO. B.06.432.02

CLERK'S DEPARTMENT

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(La)

- 2 -

COMMENTS: Continued

We are also enclosing a copy of a letter dated March 16, 1987, from Trans-Canada Pipelines indicating that they have reviewed the site plan for the proposed commercial building and have no objection to a reduced setback from the easterly limit of Lot 10, subject to the provision that no work be undertaken within the easement and that no building material or fill be stored thereon.

RECOMMENDATIONS:

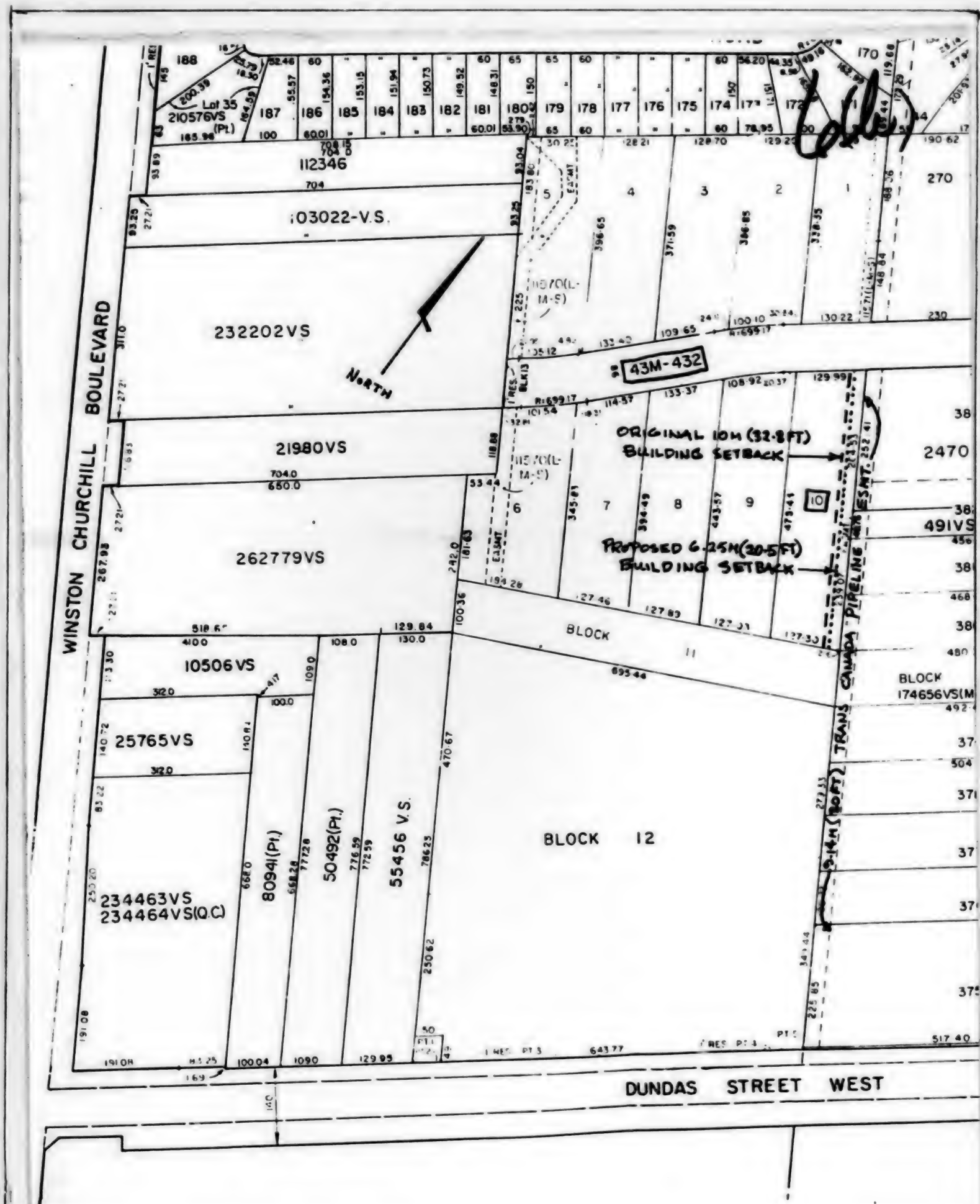
1. That with respect to Schedule 'C', Subsection 6 of the Engineering Agreement for Galeway Estates Subdivision, Plan 43M-432, located north of Dundas Street West and east of Winston Churchill Boulevard, the developer be advised that the minimum setback for Lot 10 of that plan be reduced from 10 metres (32.8 feet) to 6.25 metres (20.5 feet).
2. That as a condition of granting the reduced setback pursuant to Recommendation #1 above the developer be advised that no works are to be undertaken within the 9.144 metre (30 feet) Trans-Canada Pipeline easement and that no building material or backfill are to be stored thereon.

W. P. Taylor
1347E/27E

Encl.

c.c. R. G. Charlton
R. T. Rinne
W. Andrew
M. Navabi

W. P. Taylor, P. Eng.
Commissioner
Engineering and Works



6661

GALEWAY ESTATES LTD.
801 EGLINTON AVE., SUITE 105,
TORONTO, ONTARIO.
M5N 1E3
TEL: 787-0681

24 MARCH, 1987.

TO: THE ENGINEERING DEPARTMENT
OF THE CITY OF MISSISSAUGA, ONT.

RE: DUNWIN DRIVE, MISSISSAUGA.
T-75512/REG. PLAN 43m432

ATTN: R. CHARLTON

DEAR SIR:

IN REGARDS TO THE ABOVE REGISTERED PLAN, WE, GALEWAY
EATATES LTD ARE REQUESTING AN AMENDMENT TO THE ENGINEERING
AGREEMENT DATED MAY 1st, 1981. PERTAINING TO THE SAID PLAN.

THE CLAUSE WE WISH TO AMEND IN THE ENGINEERING
AGREEMENT IS PARAGRAPH 6 IN SCHEDULE "C" WHICH READS: "ON
LOTS 1 AND 10 AND BLOCK 12, NO BUILDING OR STRUCTURE SHALL
BE ERECTED WITHIN 10 METER OF THE EAST LOT LINE." WE WISH
TO DELETE LOT 10 FROM THAT PARAGRAPH, SO THAT PARAGRAPH 6
WILL READ: " ON LOT 1 AND BLOCK 12, NO BUILDING OR STRUCTURE
SHALL BE ERECTED WITHIN 10 METER OF THE EAST LOT LINE."

IF YOU HAVE ANY FURTHER QUESTIONS, PLEASE DO NOT
HESITATE TO CONTACT THE UNDERSIGNED AT 787-0681.

YOURS TRULY,

GALEWAY ESTATES LTD.


SIDNEY GLICKSMAN (SECRETARY)



TransCanada PipeLines

100 BAY 54 COMMERCIAL COURT WEST TORONTO CANADA M5E 1C2
416 809 2111

1987-03-16

6(d)
FOR PICK UP

Mr. J.A. Copeland
Copeland, McKenna
Barristers & Solicitors
3638 Lakeshore Blvd. West
Toronto, Ontario
M8W 1P1

Dear Mr. Copeland:

Site Plan for 2576 Dunwin Drive
Lot 9 and 10, Plan 43M-432
City of Mississauga
Our file: E11-13-11

We have reviewed the site plan dated "February/87" which shows the subject development (two copies of which are returned herewith).

TransCanada has no objection in principle to this proposal. As discussed by telephone, it is our recommendation that permanent structures and excavations be set back 10 metres from our easement. However, this is only a recommendation. TransCanada does not claim to have any statutory authority over lands outside of our right-of-way.

It is understood that no work will be taking place on our right-of-way and that no building materials or fill will be stored thereon.

Yours very truly,

Robert D. Waldon
Right-of-Way Supervisor

RDW/jr
Encl.



City of Mississauga

MEMORANDUM

RECEIVED

FILES: 16 111 81205
11 141 00045

To Mayor and Members of
Dept. Operations and Works Committee

From W. P. Taylor, P. Eng.

Engineering and Works

OPERATIONS/WORKS APR 15 1987

March 31, 1987

CLERK'S DEPARTMENT

SUBJECT: Assumption of the municipal services constructed by Sorrento Developments Limited, Plan 43M-519, located north of Rathburn Road East and east of Dixie Road (sketch attached).

ORIGIN: Servicing Agreement between Sorrento Developments Limited (1013 Scarlett Road, Unit 3, Weston, Ontario, M9P 2V3, Attention: Mr. D. Maida), the City of Mississauga and the Region of Peel dated February 16, 1982.

COMMENTS: As far as the Engineering and Works Department is concerned, the developer of Plan 43M-519, Sorrento Developments Limited, has complied with all the requirements of the Servicing Agreement for the installation of municipal services.

It is now in order for the City to assume the municipal works in Plan 43M-519.

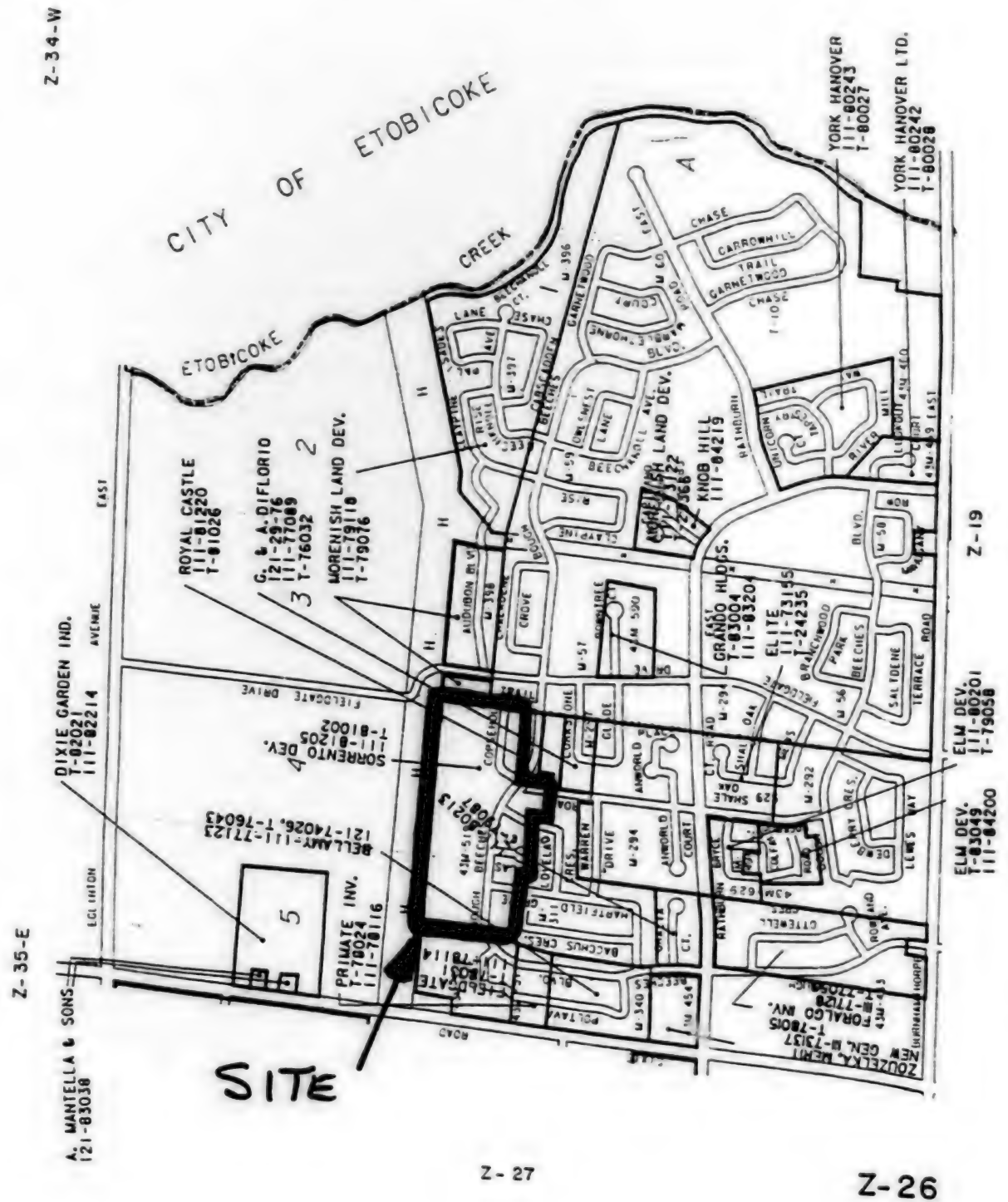
- RECOMMENDATIONS:**
1. That the City of Mississauga assume the municipal services as constructed by Sorrento Developments Limited under the terms of the Servicing Agreement for Plan 43M-519, located north of Rathburn Road East and east of Dixie Road.
 2. That the Commissioner of Finance and Treasurer be authorized to release the Letter of Credit for Plan 43M-519, currently valued at \$80,010.32.
 3. That a By-law be enacted establishing the road allowance within Plan 43M-519, as a public highway and part of the municipal system of the City of Mississauga.

MM/bmw
MM/bmw
0611E
encls.

cc: Councillor M. Prentice/W. H. Munden/P. Marchiori/R. G. Charlton/
M. W. Boyd/W. J. Richmond/D. J. Debenham/L. J. Harvey/J. D. McKichan -
Region of Peel

W. P. Taylor
W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

1700000000
Operations and Works Company Ltd
7(a)





City of Mississauga

MEMORANDUM

FILES: 16 111 73145
11 141 00045

To: Chairman and Members

From: W. P. Taylor

Dept: Operations and Works Committee

Dept: Engineering and Works

March 31, 1987

APR 15 1987

SUBJECT:

OPERATIONS/WORKS
Assumption of the municipal works for Ontim Subdivision, Plan M-132, located south of Dundas Street West and east of Glengarry Road (sketch enclosed).

ORIGIN:

Engineering Agreement dated August 11, 1975 between Green Park Residential Developments Ltd. (Suite 201, 55 Queen Street East, Toronto, Ontario, M5C 1R5), the City of Mississauga and the Regional Municipality of Peel.

COMMENTS:

The subject development consists of 7 single family residential lots and 1 multiple residential townhouse block.

As far as the Engineering and Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of municipal services.

RECOMMENDATIONS:

1. That the City assume the municipal works constructed by the developer under the terms of the Engineering Agreement for Ontim Subdivision, Plan M-132, located south of Dundas Street West and east of Glengarry Road.
2. That the securities (current value \$25,867.80) for the Engineering Agreement for Plan M-132 be released to the developer, Green Park Residential Developments Limited.
3. That a by-law be enacted establishing the road allowance within Plan M-132, as public highway and part of the municipal system of the City of Mississauga.

RECEIVED	
REGISTRY NO.	
DATE	APR 9 1987
FILE NO	B.06.132.02
CLERK'S DEPARTMENT	

W. P. Taylor
0347E/27E
Encl.

c.c: R. G. Charlton/R. Rinne
W. J. Richmond/L. Harvey
D. J. Debenham/W. H. Munden
J. Savage - Region of Peel

W. P. Taylor
W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

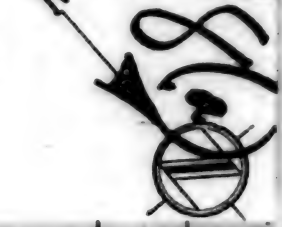
DUNDAS

STREET WEST

EX. 12" WATER MAIN

OF CONSTRUCTION

ALTERNATIVE CONSTRUCTION AND EMERGENCY ACCESS



420.8

420.7

EX. 1" WATER SERVICE TO BE REMOVED & WATER TO BE PLUGGED #104 DUNDAS ST. W. SEE DWG.

EX. 1" W/S.

± 340'

DUNDAS STREET WEST

GULF STATION
INST. NO. 130206 V.S.

27' WIDENING BLOCK

BLOCK A
TOWNHOUSES

CEDARGLEN GATE

BLOCK B

GLENGARRY ROAD

SHARON

CRESC.

EX. 268'-18" SAN. V.C.E.S. @ 2.64% EX. MH. 28
EX. 299'-21" SAN. V.C.E.S. @ 0.93% EX. MH. 29
EX. 300'-21" SAN. V.C.E.S. @ 0.98% EX. MH. 30

FUTURE SAN. MH. (BY OTHERS)
43'-10" SAN. @ 3.80%
53'-12" STM. @ 1.20%
FUTURE STM. MH. (BY OTHERS)

FUTURE STM. MH. (BY OTHERS)
36'-2" STM. @ 9.00%
28'-10" SAN. @ 1.00%
FUTURE SAN. MH. (BY OTHERS)

CONSTRUCTION ACCESS TO SITE FROM DUNDAS STREET.
(6" GRANULAR BASE)

FUTURE APART

15' CONSTRUCT ACCESS ROAD CREDIT HEIGHT SUBDIVISION (BY OTHERS)

REG. PLAN 880

BLOCK C

10'-0" LEAD @ 1.50%

CLARKE OPPONENT

66' EASEMENT

FUTURE ROAD ALLOWANCE

CREDIT HEIGHTS

FUT. ALL. FUT.



City of Mississauga

MEMORANDUM

FILES: 16 111 79066
11 141 00045

Chairman and Members of

William P. Taylor, P.Eng.

To: Operations and Works Committee

From: Engineering and Works

Dept.

Dept.

APR 15 1987

OPERATIONS/WORKS

March 16, 1987

SUBJECT:

Assumption of the municipal works for Kenley Subdivision, Plan 43M-424, located north of Derry Road West and west of Winston Churchill Boulevard (sketch attached).

ORIGIN:

Engineering Agreement between Kenley Developments Limited (95 Bridgeland Avenue, Toronto, Ontario, M6A 1Y8), the City of Mississauga and the Region of Peel dated January 2, 1981.

COMMENTS:

The subject development consists of 133 residential lots and as far as the Engineering and Works Department is concerned, the developer, Kenley Developments Limited, has complied with all the requirements of the Engineering Agreement for the installation of municipal services except for various outstanding above ground deficiencies in the amount of \$17,336.98. The developer has provided the City with a cheque in this amount and the City Subdivision Repair Contractor will correct these deficiencies in the 1987 construction season.

Grading, topsoiling and seeding has not been completed on vacant Lots 66 and 67 and Blocks 135 to 139 inclusive. We are recommending an amount of \$5,000.00 be held back on the Letter of Credit to ensure that these works are completed by the developer in the 1987 construction season.

The Region of Peel have requested that the amount of \$8,750.00 be retained in the Letter of Credit to provide for water service box protection for the lots currently under construction.

The consulting engineer, Skira & Associates Ltd., cannot issue final lot grading certificates for the following lots: 2L, 3R, 8L, 14L, 15R, 16L, 18L, 19R, 20L, 21R, 38, 39, 40, 41, 42, 43, 45, 46, 47, 48, 60R, 61L, 64L, 65R, 70L, 73L, 74R, 75L, 76R, 76L, 77R, 85, 86, 90, 91, 92, 94, 95, 96, 97, 98, 99, 113R, 128L. This situation resulted from,

- i) homeowners altering the grading or not wanting the grading changed and subsequently executing a waiver,
- ii) homeowners refusing to sign a waiver and would not permit the developers forces to undertake the grading corrections.

... 2 ...

RECEIVED

REGISTRY &

DATE APR 9 1987

FILE NO. B.06.424.02

CLERK'S DEPARTMENT

...2...

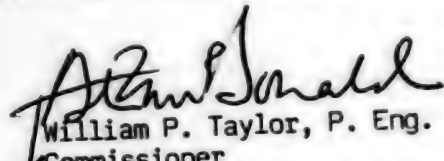
9(a)

Settlements have occurred on Lots 14L, 15R, 78, 99, 113R and 125R and homeowners are requesting that these problems be corrected. These are not on lots altered by the homeowners and therefore we are recommending that the amount of \$9,000.00 be held back on the Letter of Credit to ensure that these remedial works are completed by the developer in the Spring of 1987 as soon as sod is available.

- RECOMMENDATIONS:
1. That the City of Mississauga assume the municipal works as constructed by the developer, Kenley Developments Limited under the terms of the Engineering Agreement for the Kenley Subdivision, Plan 43M-424, located north of Derry Road West and west of Winston Churchill Boulevard.
 2. That the Commissioner of Finance and Treasurer be authorized to reduce the Letter of Credit (current value \$135,223.62) to \$22,750.00 and that on completion of the outstanding works, as detailed in the Engineering and Works Department report dated March 16, 1987, by Kenley Developments Limited, the Commissioner of Finance and Treasurer be authorized to release the remaining amount.
 3. That a by-law be enacted establishing the road allowances within Plan 43M-424 as public highway and part of the municipal system of the City of Mississauga.

mb

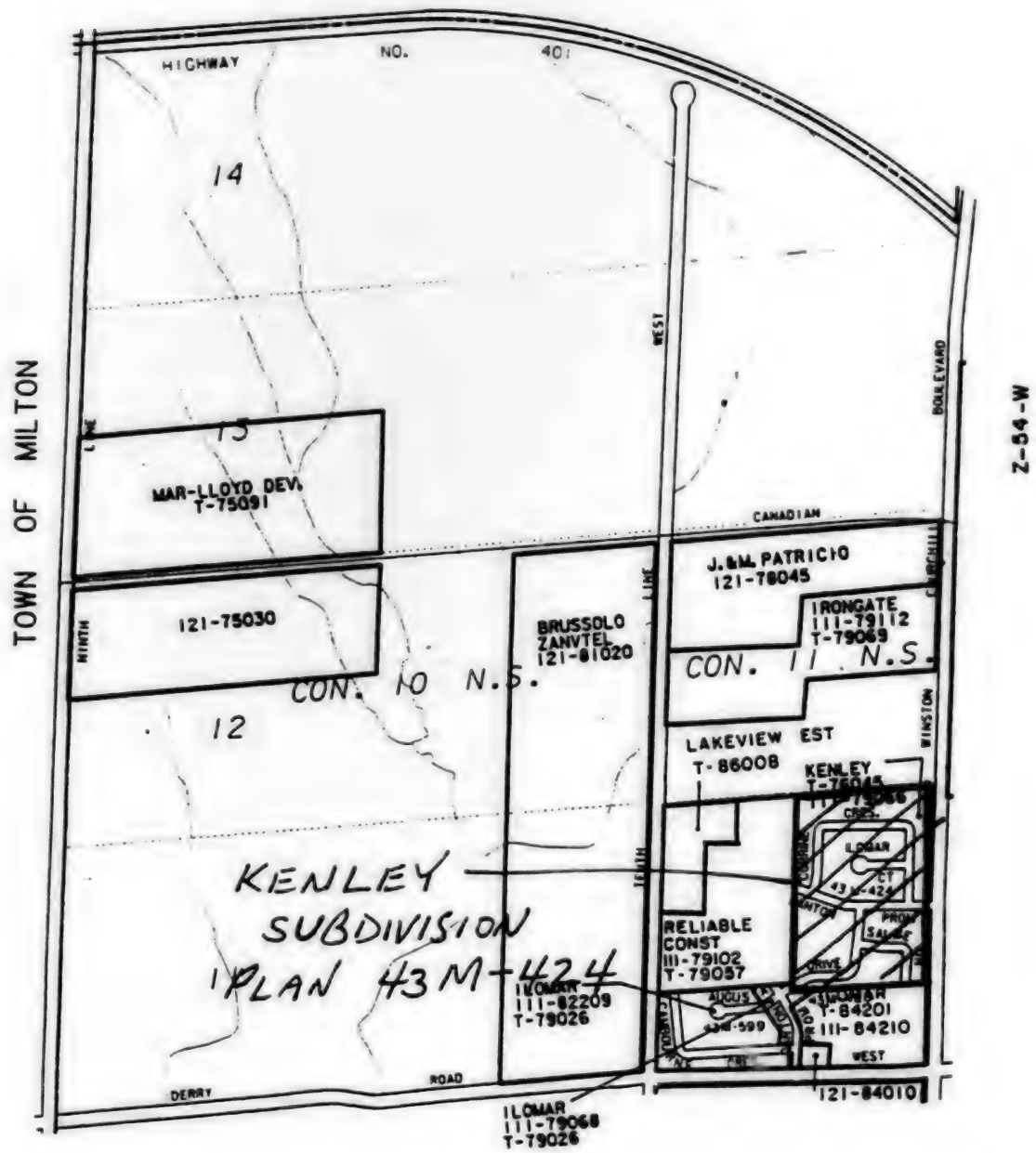
MWB:cds/edm
235E:76E
Encl.


William P. Taylor, P. Eng.
Commissioner
Engineering and Works

cc: Councillor T. Southern
W. H. Munden
P. Marchiori
D. J. Debenham
L. J. Harvey
G. J. Savage - Region of Peel
J. Douglas
R. T. Rinne

9(h)

TOWN OF HALTON HILLS



Z-56

Z-55



City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00006/7

10

To: Chairman and Members of
Operations and Works Committee.
Dept. _____

From: William P. Taylor, P.Eng.,
Engineering & Works Dept.
Dept. _____

April 9, 1987.

OPERATIONS/WORKS APR 15 1987

SUBJECT: Temporary Road Closures - Haig Boulevard, Ogden Avenue, Alexandra Avenue and Revus Road at C.N. Railway Crossings.

SOURCE: Mr. W. Steiner - Engineering Maintenance, C.N. Rail (860-5201) Suite 452, Union Station, Toronto, M5J 1E7.

COMMENTS: C.N. Rail has commenced a program of Track Tie and Ballast Rehabilitation on all main railway lines. The program includes the installation of 46,000 hardwood track ties. Also, an on-track undercutter will rehabilitate the ballast section to a depth of nine (9) inches below the track ties.

In order to accommodate these works, C.N. has advised that the crossings will need to be closed to traffic for three (3) separate days per crossing during April and May, for a single day each time.

Due to the magnitude and complexity of the operation, it is difficult to pinpoint the exact day for each road closure since the work has commenced at mileage 3.1 and is commencing in a westerly direction at approximately one half (1/2) mile per day.

Tentative closure dates, between the hours of 7:00 a.m. and 6:00 p.m. are as follows:

<u>Roadway:</u>	<u>Track:</u>	<u>Dates:</u>
Haig Boulevard	01	Saturday, April 25
	02	Saturday, May 9
	03	Saturday, May 23
Ogden Avenue	01	Saturday, April 25
	02	Saturday, May 9
	03	Saturday, May 23
Alexandra Avenue	01	Sunday, April 26
	02	Sunday, May 10
	03	Sunday, May 24
Revus Road	01	Monday, May 4
	02	Monday, May 11
	03	Thursday, May 21

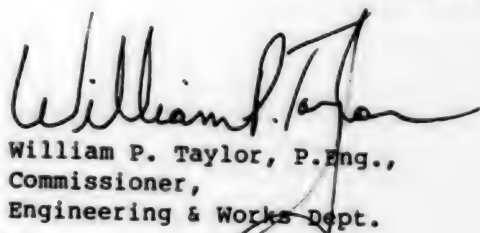
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10(a)

- 2 -

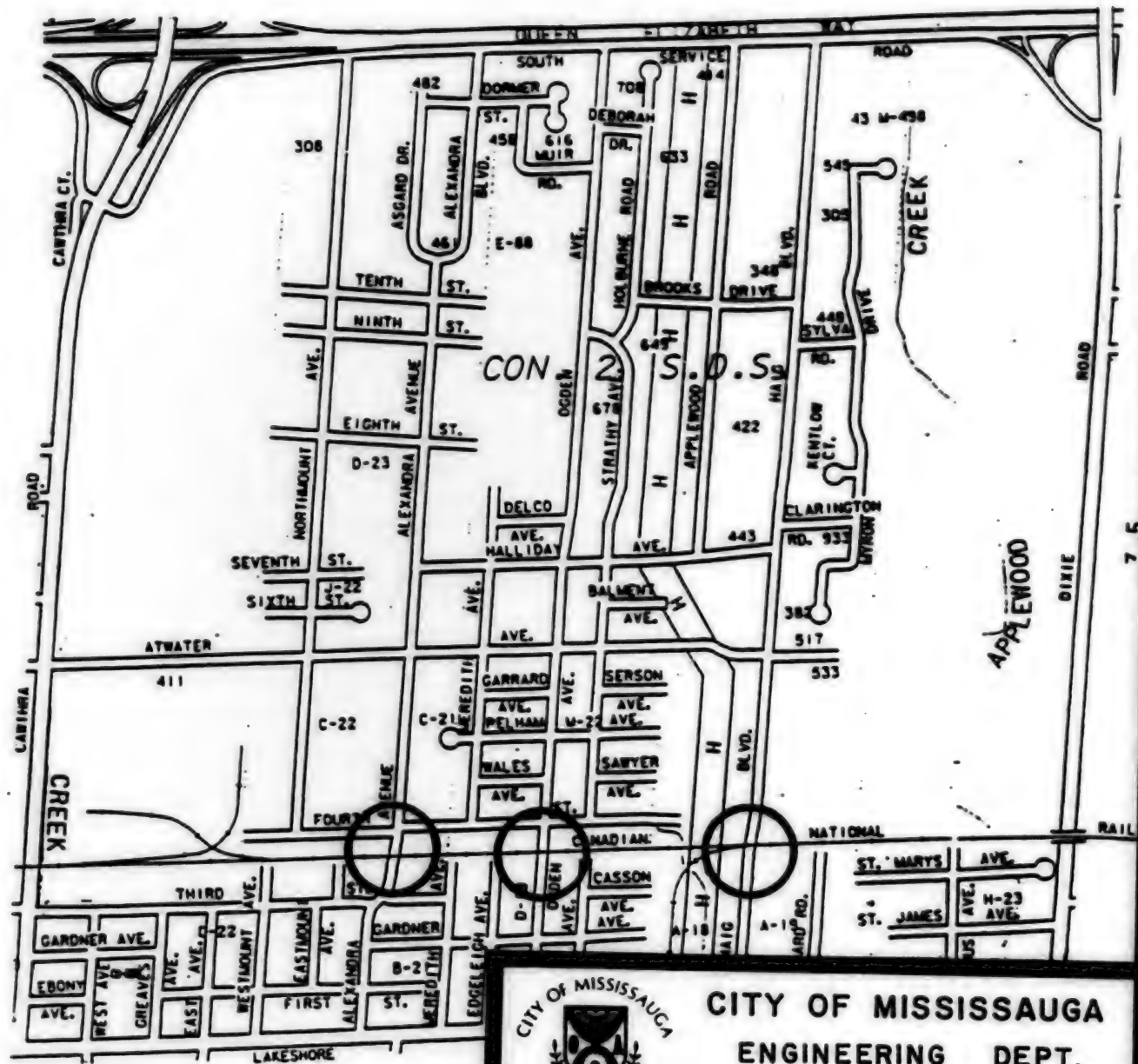
C.N. has advised that they will arrange for all road closed signs and barricades, off-duty Police Officers where necessary, and will advise all agencies and emergency services. The City will manufacture and erect all advance notification signing.

- RECOMMENDATIONS:
1. That C.N. Rail be granted permission to close Haig Boulevard, Ogden Avenue, Alexandra Avenue and Revus Road at the C.N. Rail crossings for three (3) days each at a single day at a time, between the hours of 7:00 a.m. and 6:00 p.m. during April and May 1987 for the purpose of Track Tie and Ballast Rehabilitation.
 2. That a by-law be passed authorizing the temporary closures of Haig Boulevard, Ogden Avenue, Alexandra Avenue and Revus Road at the C.N. railway crossings.


William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

/dab
0487E
Attach.

10th



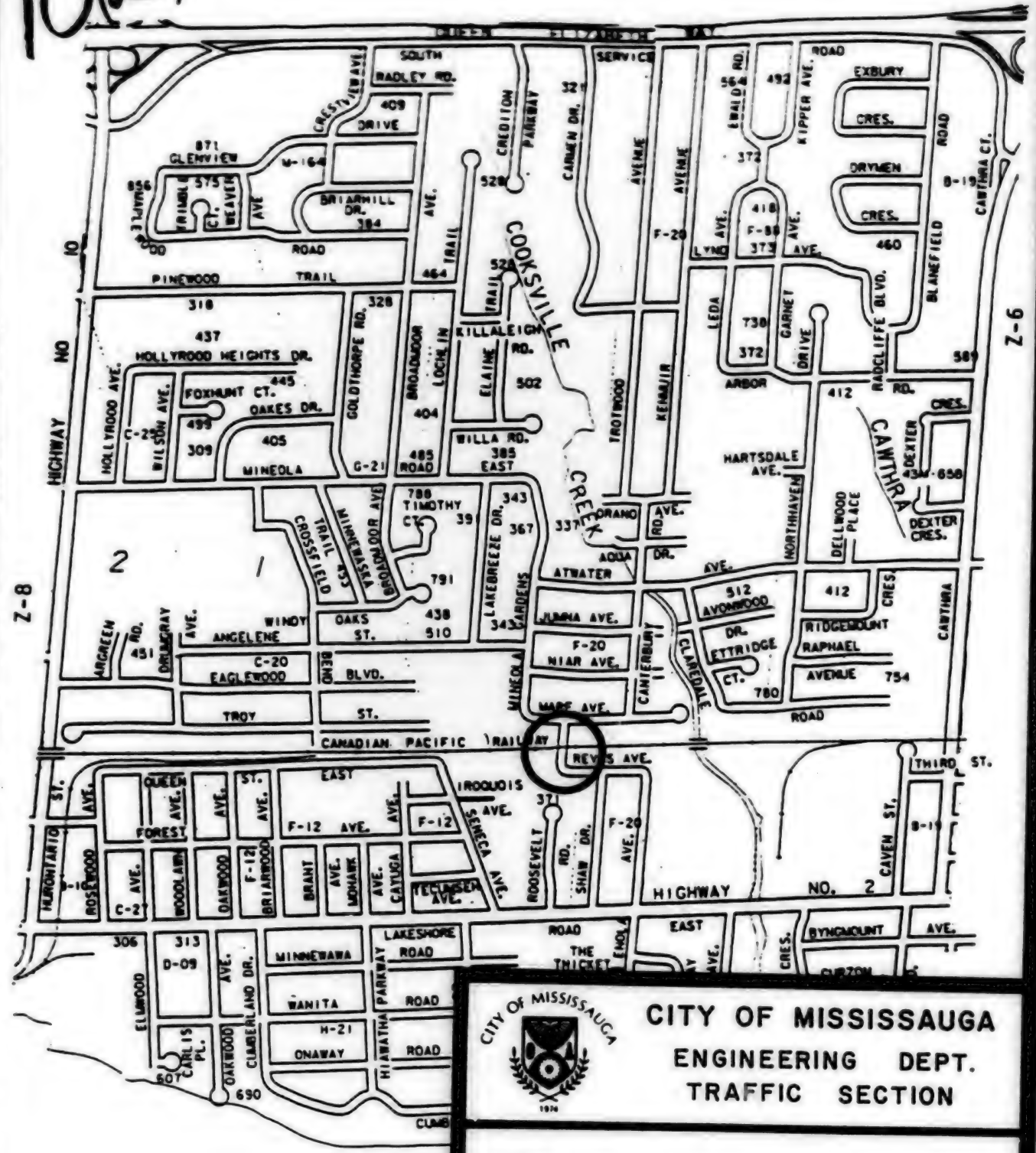
CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION



TEMPORARY ROAD
CLOSURES

1062

Z-14



LAKE ONTARIO



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION



TEMPORARY ROAD
CLOSURE



City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00027

To: Chairman and Members of
Dept. Operations and Works Committee

From: William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

March 24, 1987.

OPERATIONS/WORKS

SUBJECT: Parking and Stopping prohibitions near Philip Pocock and St. Vincent De Paul Separate Schools - Willowbank Trail.

SOURCE: Mr. M. Phillips, 4110 Sunset Valley Court (275-7505).

COMMENTS: The Engineering Department has been contacted by Mr. Phillips requesting that "No Stopping" signs be installed in the above noted area.

The area was observed by Engineering personnel during school hours of operation and a high number of on-street parking was observed on both sides of Willowbank Trail from Rathburn Road to Delisle Gate, and on all intersecting streets. This on-street parking has been identified as being generated by students who drive to school and park their vehicles restricting two-way traffic. These vehicles also reduce sight lines at intersections causing a very dangerous and undesirable situation.

On January 15, 1987 the Engineering Department informed area residents and school principals, by way of an information letter, of the following recommendations proposed to help reduce the potential for vehicle conflict:

1. Prohibit stopping from 8:00 a.m. - 6:00 p.m. Monday to Friday on the west side of Willowbank Trail from Rathburn Road to Forest Fire Lane.
2. Install 15 metre (50 ft.) No Parking Anytime corner prohibitions at the intersections of Willowbank Trail and:
 - (a) Rathburn Road
 - (b) Delisle Gate
 - (c) Forest Fire Lane
 - (d) Forest Fire Crescent
 - (e) Sunset Valley Court
3. Prohibit stopping from 8:00 a.m. - 6:00 p.m. Monday to Friday on both sides of Sunset Valley Court from Willowbank Trail through the first curve.
4. Install 3 metre (10 ft.) parking restrictions on both sides of each driveway to the schools on Willowbank Trail.
5. Request enforcement by the Parking Control Section of the above as well as the 3-hour limit.

.../2



11(a)

These recommendations were accepted by the school principals, area residents and the Ward 3 Councillor, M. Prentice.

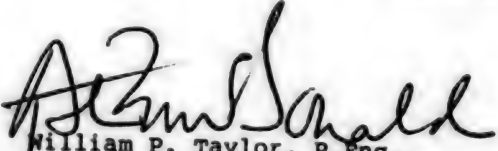
We feel that by prohibiting stopping on the west side of Willowbank Trail, two-way uncongested traffic will be maintained and sight lines from side streets will be greatly improved.

Since it appears these vehicles will be continuously parked in this area, as on-site parking is limited at this time, we feel these measures are reasonable and necessary. We do not feel that these parking/stopping prohibitions will hinder the local residents as each residence has at least 300% on site parking available and, the prohibitions are limited to the daytime hours only. Students will still have adequate on-street parking available on the east side of Willowbank Trail.

Once the by-laws are enacted and the authorized signing is erected, the Parking Control Section will be directed to enforce the prohibition.

RECOMMENDATION:

- (1) That a by-law be passed to establish "No Stopping" prohibitions:
 - (a) On Willowbank Trail from Rathburn Road to Forest Fire Lane, west side;
 - (b) On Sunset Valley Court from Willowbank Trail through the first curve, both sides.
- (2) That 15 metre (50 ft.) "No Parking Anytime" corner parking restrictions be installed at the intersections of Willowbank Trail and:
 - (a) Rathburn Road
 - (b) Delisle Gate
 - (c) Forest Fire Lane
 - (d) Forest Fire Crescent
 - (e) Sunset Valley Court
- (3) That 3 metre (10 ft.) parking restrictions be installed on both sides of each driveway to the schools on Willowbank Trail.


William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

WPT/dab
0487E

C.C. Councillor Prentice



City of Mississauga

File: 11 141 00045
11 161 00011
13 211 00027

MEMORANDUM
RECEIVED

To: Chairman and Members of
Operations and Works Committee
Dept.

APR 8 1987

From: William P. Taylor, P.Eng.,
Engineering & Works Dept.

F.06.04.02

F.06.04.10

CLERK'S DEPARTMENT

March 24, 1987.

APR 15 1987
OPERATIONS/WORKS

SUBJECT: Stopping Prohibitions near St. Basil's Separate School,
Golden Orchard Drive.

SOURCE: Mrs. Celia Webster, 4226 Greybrook Crescent, (629-2446).

COMMENTS: Mrs. Webster has contacted the Engineering Department requesting that a stopping prohibition sign be erected on Golden Orchard Drive at St. Basil's Separate School to help relieve vehicle and pedestrian congestion.

Engineering personnel have reviewed this area during school entrance and dismissal periods and have observed vehicles parking on both sides of Golden Orchard Drive and on side streets restricting two-way traffic and obstructing intersection sight lines.

On January 15, 1987 the Engineering Department informed area residents and school principal, by way of an information letter, of the following recommendations proposed to help reduce the potential for vehicle/pedestrian conflict:

1. Prohibit stopping from 8:00 a.m. - 6:00 p.m. Monday to Friday on the west side of Golden Orchard Drive from Rathburn Road to Greybrook Crescent (north intersection).
2. Prohibit stopping from 8:00 a.m. - 6:00 p.m. Monday to Friday on both sides of Greybrook Crescent (south intersection) from Golden Orchard Drive through the first curve.
3. Install 15 metre (50 ft.) "No Parking Anytime" corner prohibitions at the intersections of Golden Orchard Drive and:
 - (a) Greybrook Crescent (north and south);
 - (b) Carlo Court;
 - (c) Larney Court.
4. Restrict the speed limit to 40 km/h through the school frontage. (Greybrook Crescent (north intersection) to Rathburn Road).
5. Install 3 metre (10 ft.) Parking Restrictions on both sides of each driveway to the school on Golden Orchard Drive.

These recommendations were accepted by the area residents, school principal and the Ward 3 Councillor, M. Prentice.

.../2

We feel that by prohibiting stopping on the west side of Golden Orchard Drive, parents will be able to park in front of the school to pick-up students without having to cross the street. Also, two-way traffic will be maintained, and pedestrians will be able to cross the street from the driveways with a clear view of oncoming traffic. Corner parking restrictions will improve sight lines at these intersections and a reduced speed zone with appropriate school signing will attract motorists attention to the presence of the school. 12(a)

The purpose of the 3 metre (10 ft.) driveway restriction is to prevent vehicles from crowding the driveway and limiting access to the large buses which frequent the school parking lot.

We feel that these parking/stopping restrictions will not hamper the local residents as they have generally 400% on-site parking available and the prohibition is limited to the daytime hours only.

Once the by-laws are enacted and the authorized signing is erected, the Parking Control Section will be directed to enforce the prohibition.

RECOMMENDATION: (1) That a by-law be passed to establish "No Stopping" prohibitions:

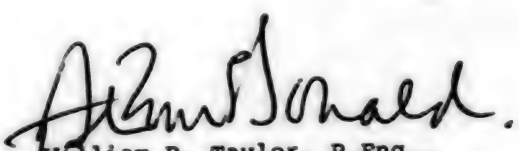
- (a) on Golden Orchard Drive from Rathburn Road to Greybrook Crescent (north intersection), west side;
- (b) on Greybrook Crescent from Golden Orchard Drive (south intersection) through the first curve, both sides.

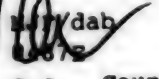
(2) That a by-law be passed to establish a 40 km/h reduced speed zone on Golden Orchard Drive from Rathburn Road to Greybrook Crescent (north intersection).

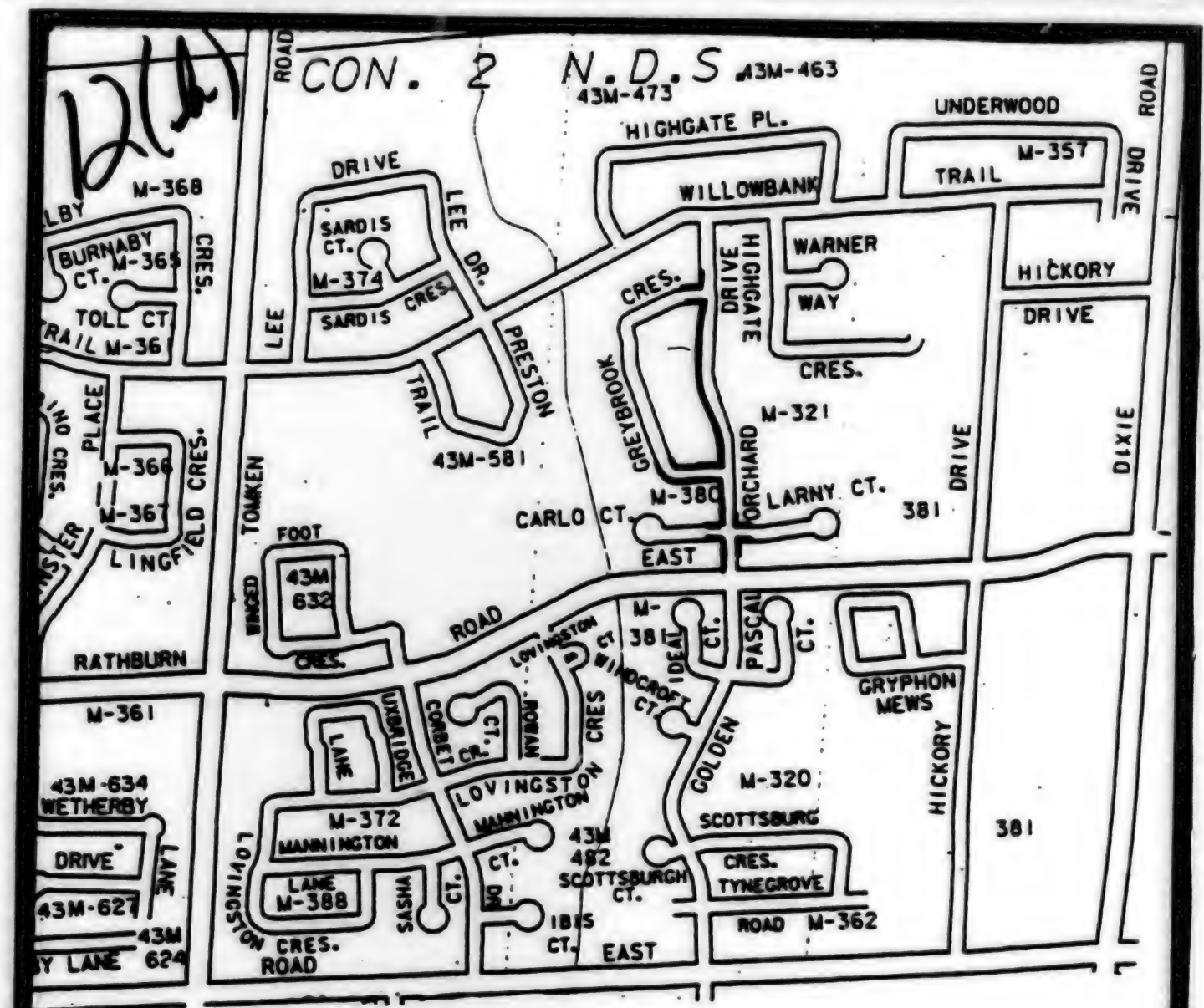
(3) That 15 metre (50 ft.) "No Parking Anytime" corner prohibitions be installed at the intersections of Golden Orchard Drive and:

- (a) Greybrook Crescent (north and south);
- (b) Carlo Court;
- (c) Larney Court.

(4) That 3 metre (10 ft.) parking restrictions be installed on both sides of each driveway to St. Basil's Separate School on Golden Orchard Drive.


William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.


C.C. Councillor Prentice



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

- PARKING/STOPPING
PROHIBITIONS
ST BASILS SEPARATE SCHOOL



City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00050

13

To: Chairman and Members of
Operations and Works Committee
Dept.

From: William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

March 24, 1987.

APR 15 1987

OPERATIONS/WORKS

SUBJECT: Parking Prohibition on Tranmere Drive and Drew Road.
SOURCE: R.A. Smith, Supreme Metal Products Inc. 7375 Tranmere Road,
Mississauga, L5S 1L4, (673-5705).

COMMENTS:

TRANMERE DRIVE:

The Engineering Department has received complaints from businesses on Tranmere Drive north of Drew Road, co-ordinated by Mr. Smith, concerning congestion caused by on-street parking

Our investigation has determined that the firm "Canadian Advanced" are parking tractor-trailer units on both sides of Tranmere Drive around the curve north of Drew Road restricting two-way traffic.

This is a very dangerous practice as sight lines around the corner and from private driveways are severely restricted.

To correct this situation, the Engineering Department recommends prohibiting parking on both sides of Tranmere Drive from Drew Road to the west limit of the Road.

DREW ROAD:

Also, our observations have indicated that many tractor-trailers are parking on the north side of Drew Road between Tranmere Drive and Bramalea Road.

These vehicles park here when frequenting a local donut shop and impede westbound motorists and restrict sight lines from driveways.

To rectify this situation, the Engineering Department recommends prohibiting stopping on the north side of Drew Road from Tranmere Drive to Bramalea Road.

.../2

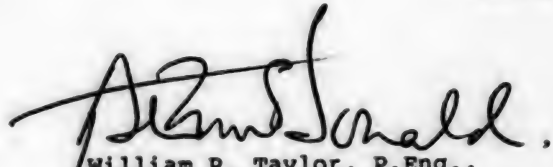


13(a)

- 2 -

RECOMMENDATIONS:

1. That a by-law be passed to establish a parking prohibition on both sides of Tranmere Drive from Drew Road to the west limit of the road.
2. That a by-law be passed to establish "No Stopping" on the north side of Drew Road between Bramalea Road and Tranmere Drive.


William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

MJF/dab
0487E
Attach.



124

City of Mississauga
MEMORANDUM

FILES: 16 111 79066
11 141 00045
11 141 00032
17 111 85187

To Chairman and Members of
Operations and Works Committee
Dept. _____

From William P. Taylor, P.Eng.
Dept. Engineering and Works

April 3, 1987

APR 15 1987

OPERATIONS/WORKS

SUBJECT:

Sawmill Creek Channel Improvements (West Branch) and
Sanitary Sewer Extension

ORIGIN:

Engineering and Works Department

COMMENTS:

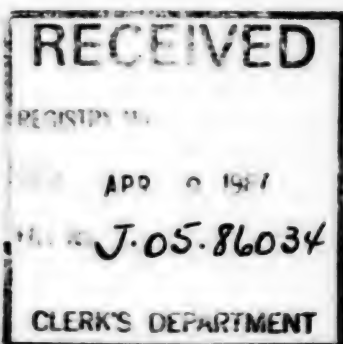
Council at its meeting on February 23, 1987, awarded the contract for Sawmill Creek Channel Improvements (West Branch). Funding for this project is shared between Erin Mills Development Corporation and the City with Erin Mills Development paying all costs associated with the channel improvements in excess of \$400,000.00 including engineering, design and supervision. Their funding has already been secured by way of Letter of Credit.

Because the contract was called by the City, it is in the City's interest to employ and control the consulting engineers supervising the project. In this case, the Consultants are The Proctor and Redfern Group. A standard Association of Consulting Engineers of Canada form has been forwarded to the City for execution.

The agreements have been executed by The Proctor and Redfern Group and have been reviewed and found acceptable by City Staff.

RECOMMENDATION:

That Council authorize the Mayor and Clerk to execute the agreement between the City of Mississauga and The Proctor and Redfern Group, for the provision of engineering services during the design and construction phases of the Sawmill Creek Channel Improvements (West Branch) and Sanitary Sewer Extension, contract number 17 111 85187.



JP:edm
0235E/27E
Encl.

William P. Taylor
William P. Taylor, P.Eng.
Commissioner
Engineering and Works



City of Mississauga

MEMORANDUM

Our file : 11 141 00039
17 111 84143

15

To Chairman & Members of
Operations & Works
Dept.

RECEIVED	
REGISTRY No.	From
DATE APR 8 1987	Dept.
FILE No. J.O.S. 86035-01	
CLERK'S DEPARTMENT	

W. P. Taylor, P. Eng.
Engineering & Works

March 25, 1987

APR 15 1987

SUBJECT: Little Etobicoke Creek OPERATIONS/WORKS
Flood & Erosion Control Study.

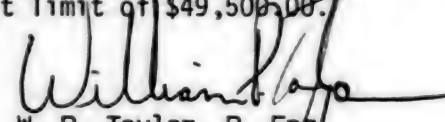
ORIGIN: Engineering & Works Department

COMMENTS: On February 23, 1987, Council authorized the Engineering & Works Department to retain the firm of Cumming-Cockburn and Associates Ltd., Consulting Engineers, to carry out a flood and erosion control study of the Little Etobicoke Creek in accordance with their proposal dated January 22 1987.

In this regard, a standard MEA/CEO 1982 Agreement form has been forwarded to the City for execution.

The agreements have been executed by the Consultants and have been reviewed and found to be acceptable by City staff.

RECOMMENDATION: That Council authorize the Mayor and Clerk to execute the agreement between the City of Mississauga and Cumming-Cockburn and Associates Ltd., Consulting Engineers, to carry out a flood and erosion control study of the Little Etobicoke Creek in accordance with their proposal dated January 22, 1987 at an upset limit of \$49,500.00.


W. P. Taylor, P. Eng.
Commissioner
Engineering & Works

F:sa
3E/22E



CITY OF MISSISSAUGA

MEMORANDUM

To MAYOR AND MEMBERS OF

Dept. OPERATIONS & WORKS

W.P. TAYLOR, P. ENG.

COMMISSIONER OF

ENGINEERING & WORKS

From L.W. STEWART, Q.C.

Dept. CITY SOLICITOR

April 2, 1987

OPERATIONS/WORKS APR 15 1987

SUBJECT: Part II, Provincial Offences Act.

ORIGIN: Legal Department.

COMMENTS:

On March 24, 1986, Council passed By-law 305-86, a by-law to declare Part II of the Provincial Offences Act applicable to all parking infractions under the Traffic By-law, the Fire Route By-law and the Handicapped Parking By-law. At the time the by-law was passed the legislature had not determined the date of proclamation of Part II of the Provincial Offences Act. Therefore, by-law 305-86 was deemed to come into force and effect on the date of proclamation.

It has now been determined that Part II of the Provincial Offences Act will come into force and effect on the 1st day of September, 1987. The Province advises that by-law 305-86 must set out the exact date and it is not sufficient to have the by-law coming into effect on the date of proclamation. Therefore, a new by-law has been prepared which repeals by-law 305-86 and makes Part II of the Provincial Offences Act applicable to the parking offences under the Traffic By-law, Fire Route By-law and Handicapped Parking By-law on the 1st September, 1987.

RECOMMENDATION:

That a by-law be enacted to declare Part II of the Provincial Offences Act applicable to parking infractions under certain municipal by-laws effective September 1, 1987.

W.P. Taylor
W.P. Taylor, P. Eng.
Commissioner of Engineering & Works

MVM:mlk
1018L

L.W. Stewart
L.W. Stewart, Q.C.
City Solicitor





City of Mississauga

MEMORANDUM

17

To MAYOR AND MEMBERS OF
Dept. OPERATIONS & WORKS

From W.P. TAYLOR, P. ENG.
COMMISSIONER OF
ENGINEERING & WORKS
Dept. L.W. STEWART, Q.C.
CITY SOLICITOR

March 27, 1987

OPERATIONS/WORKS APR 15 1987

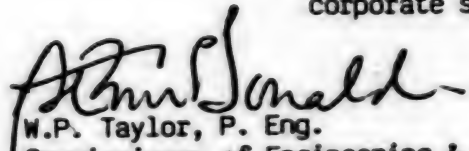
SUBJECT: An Agreement to authorize the crossing of a one foot reserve near 3333 Winston Churchill Boulevard, Mississauga.

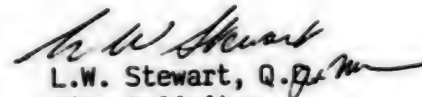
ORIGIN: Correspondence received from Oscar C. Wong, March 5, 1987.

COMMENTS: On March 5, 1987, Oscar C. Wong, a solicitor who acted for Mr. Andy Kovac, the owner at 3333 Winston Churchill Boulevard contacted the Legal Department and the Engineering Department to advise that Andy Kovac was selling the Winston Churchill Boulevard property which he discovered had been landlocked by the City's one foot reserve. Specifically there was a one foot reserve on Winston Churchill Boulevard and a one foot reserve at the rear of the parcel which abuts Delfi Road. There is a single family dwelling on the property which has existed since 1943. From an engineering standpoint it is intended that the parcel be accessed from Delfi Road. To assist but carry out the engineering intentions it is proposed that an Agreement be entered into with the current owner allowing for the crossing of the one foot reserve from Winston Churchill Boulevard and providing that if the owner or his successor alter the house or demolish the house the access to Winston Churchill Boulevard will be terminated but the City will agree to lift the one foot reserve on Delfi Road to provide access.

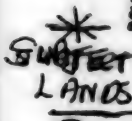
An Agreement incorporating these terms has been prepared and executed by Mr. Andy Kovac.

RECOMMENDATION: That the Agreement dated 9th day of March, 1987 between Andy Kovac and The Corporation of the City of Mississauga allowing for the crossing of the one foot reserve from Winston Churchill Boulevard and providing that if the owner or his successor alter the house or demolish the house the access to Winston Churchill Boulevard will be terminated but the City will agree to lift the one foot reserve on Delfi Road to provide access be executed by the Mayor and Clerk and the corporate seal be affixed thereto.


W.P. Taylor, P. Eng.
Commissioner of Engineering & Works
MWM:mlk
1018L


L.W. Stewart, Q.C.
City Solicitor

17(a).



7-24

Z-25



City of Mississauga
MEMORANDUM

18

To CHAIRMAN & MEMBERS
OPERATIONS AND WORKS COMMITTEE
Dept. _____

From G. E. BENTLEY, CHIEF
Dept. FIRE

March 25th, 1987.

OPERATIONS/WORKS APR 15 1987

SUBJECT

Inquest into the death of Dennis Huntley
Recommendations of the Coroner's Jury

ORIGIN

Letter from Chief Coroner of Ontario
Request for Report 81-87

COMMENTS

Mr. Huntley died on October 6th, 1986, as a result of an industrial accident on September 18th, 1986, at his place of employment, Provost Cartage Inc, 1900 Shawson Drive, Mississauga. Mr. Huntley was involved in a flash fire which occurred when he apparently was using a highly volatile solvent to clean a tanker vehicle. He received burns to approximately 50% of his body.

The jury recommendations can be roughly divided into three areas:-

1. More governmental inspections, audits and enforcement.
2. Legislation to cover storage and use of flammable liquids in commerce and industry.
3. Company responsibilities for their employees relating to Health and Safety.

The onus of responsibility for safe procedures and the welfare of employees must rest mainly with the employer and not with any governmental body. The answer to employee safety should not necessarily be addressed by adding more and more inspectors to every jurisdiction. Adequate help from government should be available to employers to assist in formulating safety policies.

The passage of legislation regarding the safe storage and use of flammable liquids as proposed to form Part 4 of the Fire Code will assist employers in producing policies and procedures to be followed by employees. Legislation needs to be written in plain english in order to have the intent clear without legal interpretation.

RECEIVED

REGISTRY No

DATE APR 8 1987

FILE NO A02.03.17.02

CLERK'S DEPARTMENT

18(a)

Operations & Works Committee
March 26th, 1987.
Page 2.

COMMENTS CONT'D

While regular fire safety inspection of industrial and commercial premises in Mississauga is recognized as being necessary, the frequency of inspections indicated by the recommendations could be taken as being a monitoring process for work practices. With the numbers of businesses and facilities in this City and the present demanding activity in new construction, this would be impossible with our present staff. Only in cities where growth is limited are there programs that provide inspections on a one to two year cycle.

RECOMMENDATIONS

- (a) That the Mississauga Fire Department provide consultation to industry, when requested, to assist in developing programs relating to practices and procedures for fire safety where flammable or dangerous materials are involved.
- (b) That inspections be made to any premise where an industry requests confirmation of their compliance with applicable codes.



G. E. Bentley
Chief

GEB:cr
Doc. # 04681

The Coroners Act - Province of Ontario
VERDICT OF CORONER'S JURY

18 (b)

We, David Scott BROWN of Scarborough
'Colleen Ann CAMPBELL of Toronto
Amirali Ali DHANJI of Don Mills
Susan J. MANION of Toronto
Karen REED of Toronto

the jury serving on the inquest into the death of

HUNTLEY

Surname

DENNIS

Given Name

aged 50 years, held at 15 Grosvenor Street, Toronto on the 27, 28th day of
January 1987, by M. Milton M.D.

Coroner for Area No. 9, having been duly sworn, have inquired into and determined the following:

1. Name of deceased: HUNTLEY, Dennis
2. Date and time of death: October 6th, 1986 at 15:13 hours
3. Place of death: The Wellesley Hospital, Toronto, Ontario
4. Cause of death: Extensive burns, 2nd and 3rd degree over approximately 50% of body surface.
5. By what means:

As a result of flash fire during a procedure of
cleaning a tanker with acetone at the premises of Provost Cartage
Inc., 1900 Shawson Drive, Mississauga, Ontario, on September 18, 1986.
After receiving first aid at the scene by Provost employees, he was
(continue on reverse side if necessary)

Signatures of Jurors

Colleen Campbell
Susan J. Manion
Karen Reed
David Scott Brown

This verdict was received by me this 28th day of January 19 87

M. D. Milton M.D.
Coroner M. Milton M.D.

for Area No. 9

VERDICT MUST BE FORWARDED TO THE CHIEF CORONER AND A COPY TO THE
CROWN ATTORNEY

1862
WE WISH TO MAKE THE FOLLOWING RECOMMENDATIONS:

...moved via ambulance to Queensway General Hospital and then on the same day transferred to The Wellesley Hospital, Toronto, Ontario.

RECOMMENDATIONS

1. That Labour Canada establish a schedule to conduct regular and thorough "Safety Audits" of all firms under their jurisdiction (priority given to those dealing with dangerous substances), and that additional qualified Labour Affairs Officers be employed to meet this requirement and ensure prompt attention and effective follow-up on all matters.
2. That Labour Canada assign Labour Affairs Officers to specialize in either Part III or Part IV of the Canada Labour Code so that greater expertise can be acquired and closer attention given to Occupational Health and Safety matters by personnel responsible for Part IV.
3. Labour Canada or other government authorities require that companies using dangerous substances must advise local Labour Canada and Fire Department officials, in writing, of the type and use of the dangerous substances, and that approval for such...

(continued on page two)

Colleen Campbell
M E Milton

NOTE: Section 25 of The Coroners Act provides as follows:

25. (1) Where an inquest is held, it shall inquire into the circumstances of the death and determine:
 - (a) who the deceased was;
 - (b) how the deceased came to his death;
 - (c) when the deceased came to his death;
 - (d) where the deceased came to his death, and
 - (e) by what means the deceased came to his death.
- (2) The jury shall not make any finding of legal responsibility or express any conclusion of law on any matter referred to in subsection 1.
- (3) Subject to subsection 2, the jury may make recommendations directed to the avoidance of death in similar circumstances or respecting any other matter arising out of the inquest.
- (4) A finding that contravenes subsection 2 is improper and shall not be received.
- (5) Where a jury fails to deliver a proper finding it shall be discharged.



8(d)

Inquest into the death of HUNTLEY, Dennis**RECOMMENDATIONS:**

3. use be obtained before use is commenced.

Further, that all equipment used with dangerous substances, and the work area, be approved in advance of the use of the dangerous substances, by Labour Canada and the appropriate local authorities.

4. That the City of Mississauga assign additional manpower to fire prevention and inspection activities so that regular and thorough inspections of established premises are not neglected, due to the commitment of existing resources to new development and high risk buildings only.

5. That the Government of Ontario be urged to secure speedy passage of the proposed Part 4 of the Ontario Fire Code in order to further reduce the possibility of similar accidents occurring in the future.

6. Respecting the Health & Safety Committee at the Mississauga terminal of Provost Cartage Inc.:

- a) that the Committee meet at least monthly at a fixed day and time with adequate notice provided to all Committee members;
- b) that employee representatives attend meetings on company time;
- c) that an alternate representative for each member be appointed to ensure full representation at all meetings;
- d) that consultation on a monthly basis and as may be required be held with specific persons in maintenance and washbay areas in order to be advised of their concerns and suggestions;
- e) That minutes of the meetings be sent directly to the local Labour Affairs Officer as well as the Labour Affairs Officer in Montreal.

7. The Regional Safety Co-ordinator for Provost Cartage Inc. (Ontario Region) be provided with an updated job description providing for overall responsibilities for Health and Safety matters affecting Provost employees.

This will include authority:

- to require that work be stopped where there is immediate dangers to health and safety;
- to institute and conduct fire drills at least quarterly in consultation with the Mississauga Fire Department;
- to ensure that safety training sessions are held as required;

(Continued on page three)

Foreman

Colleen Campbell

Coroner

M. J. Milton

1862



Ontario

Inquest into the death of HUNTLEY, Dennis

RECOMMENDATIONS:

7. - to compile a manual for all work areas, containing written work procedures and safety-related material to be updated as required and made available to employees and which, for washbay personnel would include specification sheets for cleaning materials and their interaction with all transported goods;
 - to advise Labour Canada, the Mississauga Fire Department and other appropriate authorities of the type and use of dangerous substances at the Mississauga Terminal and other Company facilities under his jurisdiction and to secure written approval for the manner in which such substances are to be used;
 - to be the person designated at the Mississauga Terminal and other Company facilities under his jurisdiction to be fully knowledgeable of all statutory and official requirements pertaining to Health and Safety matters and to communicate these requirements to both management and employees to ensure effective compliance.
8. Respecting the washbay area at the Mississauga Terminal:
- a) that an audit of operating procedures be undertaken as soon as possible by officials of the Company, Labour Canada, Mississauga Fire Department and other appropriate authorities with a view to ensuring that practices, procedures, equipment and materials, safety and protective equipment comply with all applicable statutory requirements;
 - b) that written cleaning (tank washing) procedures be prepared and given to washbay personnel;
 - c) that a training program be instituted whereby washbay personnel, including new employees upon hiring be trained in washbay procedures, proper handling of cleaning materials and equipment, safety equipment and protective clothing required, nature and properties of cleaning materials to be handled and emergency procedures.
 - d) that there be direct supervision of washbay personnel and operations on each shift to ensure compliance with stipulated procedures and safety requirements.

(Continued on page four)

Foreman

Colleen Campbell

Coroner

Dr. J. W. Wiltor



Courthouse

Inquest into the death of HUNTLEY, Dennis

1841

RECOMMENDATIONS:

9. Without limiting the generality of the Safety Audit as mentioned in ga) above, the Company in cooperation with Labor Canada, the Mississauga Fire Department and other appropriate authorities should address the concerns raised during the inquest including:
 - installation of lower-level ventilation;
 - use of non-ferrous tools and non-ferrous hose couplings;
 - feasibility of permanently eliminating washing procedures utilizing acetone or other flammable liquids;
 - installation of a "closed" pumping system which does not expose the operator to solvents in use;
 - all electrical equipment utilized in the washing process or located in the washbay area be approved by CSA or Ontario Hydro;
 - all equipment used by washbay personnel be serviced regularly by qualified personnel;
 - all tankers and metal equipment and fixtures in the washbay area be properly grounded and bonded in accordance with recommendations set out in the NFPA recommended practices on static electricity or other appropriate standards;
 - necessity of installing a non-conductive floor surface;
 - conducting of solvent washes outside the building on a permanent basis.
10. In view of the appropriate response by fellow workers to Mr. Huntley's injuries, the Company be encouraged to expand its program of providing first aid training to employees.

Foreman

Colleen Campbell

Coroner

M. C. Miller

VERDICT EXPLANATION

18(g)

NAME OF DECEASED: DENNIS HUNTLEY

SUMMARY OF CIRCUMSTANCES SURROUNDING DEATH:

THIS 50 YEAR OLD LABOURER HAD WORKED FOR PROVOST CARTAGE COMPANY, MISSISSAUGA, SINCE APRIL 21, 1986. HE HAD BEEN TRAINED BY A CO-WORKER IN THE ART OF CLEANING TANKERS. THERE WERE NO WRITTEN DIRECTIVES WITH RESPECT TO THE WASHES USED FOR THE VARIOUS TANKERS, BUT HE HAD BEEN TAUGHT USING THE "HANDS-ON" APPROACH AND HAD BEEN CONSIDERED TO BE CAPABLE OF DOING ALL WASHES, INCLUDING SOLVENT WASHES.

THE NIGHT THAT THE FIRE OCCURRED, SEPTEMBER 18, 1986, A TANKER THAT HAD BEEN USED FOR THE TRANSPORT OF VARNISH HAD BEEN BROUGHT IN. TOGETHER WITH A CO-WORKER, THE WASH HAD BEEN ALMOST COMPLETED WITH ACETONE, WHEN THE NOW-DECEASED FOUND THAT HE HAD BEEN SPLATTERED WITH ACETONE FROM ONE OF THE HOSES, OR FROM THE ACETONE SPILLING ONTO THE PUMP ASSEMBLY BEING USED. IT WAS BELIEVED THAT HE DISCONNECTED A HOSE, IN ORDER TO REMOVE OUT OF IT, AN AIR-LOCK. SOMEHOW, THERE WAS A FLASH IDENTIFIED AS COMING FROM THE PUMP ASSEMBLY, WHICH THEN IGNITED THE ACETONE VAPOUR IN A FLASH FIRE, WHICH RESULTED IN THE NOW DECEASED BEING ENGULFED IN FLAMES, SUSTAINING MORE THAN 65% BODY BURNS.

HIS CO-WORKERS ACTED SWIFTLY AND EFFICIENTLY IN PUTTING OUT THE FIRE, EXTINGUISHING THE FLAMES ON HIS BODY, AND RENDERING FIRST AID. HE WAS THEN TRANSPORTED TO THE QUEENSWAY GENERAL HOSPITAL, AND THEN ON TO THE WELLESLEY HOSPITAL, BURN UNIT, TORONTO, WITHIN HOURS OF THE FIRE. EFFORTS WERE MADE TO SAVE HIS LIFE, BUT SUCH WAS NOT POSSIBLE, AND HE WAS PRONOUNCED AT THE WELLESLEY HOSPITAL, AT 1513 HOURS ON OCTOBER 6, 1986.

INVESTIGATION BY THE POLICE DEPARTMENT, SERGEANT KIPLIN OF PEEL REGIONAL, AND THE FIRE MARSHAL'S OFFICE AND LABOUR CANADA, REVEALED TO US THAT PROVOST CARTAGE COMPANY HAD NOT BEEN GIVEN A PERMIT TO USE ACETONE IN ITS CLEANING PROCEDURES, BY THE MISSISSAUGA FIRE DEPARTMENT. IT HAD BEEN REFUSED. THERE WAS, HOWEVER, NO FOLLOW-UP BY THE FIRE DEPARTMENT. ALSO, IT WAS FOUND THAT THE INSPECTOR FROM LABOUR CANADA REACTED MAINLY TO INFRACTIONS, OR COMPLAINTS, AND HAD BEEN UNAWARE OF THE USE OF ACETONE AT THIS TERMINAL, THINKING THAT ALL WASHES WERE DONE WITH STEAM AND WATER, OR CAUSTIC.

AN INQUEST WAS THEREFORE CALLED TO LOOK INTO THE CAUSE OF THE FIRE, IN ORDER THAT RECOMMENDATIONS COULD BE MADE TO PREVENT SUCH A FIRE FROM HAPPENING AGAIN IN SIMILAR CIRCUMSTANCES.

PAGE 2

1841

REASON FOR EACH RECOMMENDATION WITH BRIEF EXPLANATION:

RECOMMENDATIONS 1, 2 AND 3 DEAL WITH LABOUR CANADA. THE JURY PARTICULARLY WANTED TO SEE A MORE ACTIVE ROLE TAKEN BY LABOUR CANADA TO ASSURE THAT COMPANIES COMPLY WITH LEGISLATION, AND THAT BECAUSE OF THE OBVIOUS MANPOWER SHORTAGE, THEY ASKED THAT MORE OFFICERS BE EMPLOYED TO CARRY OUT INSPECTIONS.

RECOMMENDATION 1:

A PASSIVE OR REACTIVE ROLE BY LABOUR CANADA IN ENFORCING THE CANADA LABOUR CODE (ESP. PART IV) IS NOT ACCEPTABLE. ALL FIRMS MUST PERIODICALLY (SOME MORE OFTEN THAN OTHERS) RECEIVE A FULL "SAFETY AUDIT" AND NOT MERELY ATTENDANCE BY A LABOUR AFFAIRS OFFICER FOR A CASUAL INSPECTION OR IN RESPONSE TO A SPECIFIC COMPLAINT.

IT IS OBVIOUS THAT MORE OFFICERS ARE REQUIRED, NOT MERELY FOR INSPECTIONS, BUT TO EXPEDITE ROUTINE WORK AND ENSURE PROMPT FOLLOW-UP.

RECOMMENDATION 2:

IT SEEMS REASONABLE THAT A PERSON CAN BECOME A SKILLED OFFICIAL IN SUCH DIVERSE AREAS AS "UNJUST DISMISSAL" E.G. AND SAFETY RELATING TO DANGEROUS SUBSTANCES.

RECOMMENDATION 3:

LABOUR CANADA AND FIRE DEPARTMENT SHOULD ASK ABOUT DANGEROUS SUBSTANCES, BUT ONUS OUGHT ALSO TO BE ON COMPANY TO MAKE THEM AWARE, IN WRITING, NOT VERBALLY.

APPROVAL "AFTER THE FACT" COULD LEAD TO REPETITION OF THIS ACCIDENT, THEREFORE, APPROVAL IN ADVANCE.

ALSO, DETAILED EXAMINATION OF EQUIPMENT BY EXPERTS ADVISABLE BEFORE USE IS COMMENCED.

RECOMMENDATIONS 4 AND 5 DEAL PRINCIPALLY WITH FIRE DEPARTMENT MATTERS.

RECOMMENDATION 4:

IT IS MOST DISTRESSING TO HEAR THAT SUCH AN IMPORTANT MUNICIPAL SERVICE IS UNDERSTAFFED, PARTICULARLY THE BRANCH WHICH IS INTENDED TO HELP PREVENT FIRES.

RECOMMENDATION 5:

THERE SEEMED TO BE UNANIMOUS AGREEMENT THAT THIS NEW PART IV WOULD STRENGTHEN THE HAND OF FIRE INSPECTORS.

RECOMMENDATION 6:

THE HEALTH AND SAFETY COMMITTEE HAS AN IMPORTANT ROLE, AND WHILE

.../x

1862
PAGE 3

WE CANNOT CHANGE THE COMPANY ATTITUDE, WE FELT SOME BASIC ORGANIZATIONAL MATTERS OUGHT TO BE ADDRESSED.

RECOMMENDATION 7:

THE ROLE OF THE SAFETY CO-ORDINATOR MUST BE STRENGTHENED AND CLARIFIED. SOME INDEPENDENCE FROM MANAGEMENT MUST BE SEEN BY EMPLOYEES.

RECOMMENDATION 8:

SPECIFIC RECOMMENDATIONS FOR THE WASH BAY WERE IN ORDER (IN FACT, REQUIRED BY THE CANADA LABOUR CODE) AND SOME WERE PROPOSED BY THE COMPANY.

THE LABOUR CANADA AND FIRE DEPARTMENT (POSSIBLY HYDRO) OFFICIALS MUST BE INVOLVED.

DIRECT, NOT "CLOSER" SUPERVISION, IS ADVISED FOR WHAT APPEARS TO BE RELATIVELY "UNSKILLED" EMPLOYEES, I.E. A FOREMAN OR LEAD HAND.

RECOMMENDATION 9:

THE JURY WAS FACED WITH MANY TECHNICAL SUGGESTIONS AND THEORIES ON WHICH THEY WERE UNABLE TO GIVE A REALISTIC OPINION. A LIST OF THESE MUST BE EXAMINED BUT THIS OUGHT TO BE DONE OPENLY AND OBJECTIVELY. HENCE, INVOLVEMENT OF LABOUR CANADA AND OTHER EXPERTS.

RECOMMENDATION 10:

POSITIVE ACTIVITIES BY THE COMPANY SHOULD BE ENCOURAGED AND EXPANDED. PROMPT FIRST AID IS ESSENTIAL.



City of Mississauga

MEMORANDUM

19

To OPERATION AND WORKS COMMITTEE

From Terence L. Julian

Dept. _____

Dept. City Clerk

April 1, 1987

OPERATIONS W/C

APR 15 1987

LADIES AND GENTLEMEN:

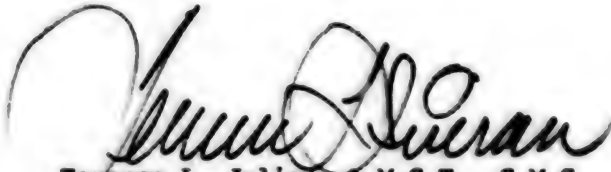
SUBJECT: Conveyance of Proposed 10 m (33 ft) widening on Barbertown Road to the Pentecostal Assemblies of Canada, Part 2, Plan 43R-12277
File: E.02.02.26

ORIGIN: Memorandum of March 6, 1987 from Engineering and Works Department.

COMMENTS: We have been requested by memorandum of March 6, 1987 from the Engineering and Works Department to convey a designated 10m (33 ft) widening of Barbertown Road to the Pentecostal Assemblies of Canada. The widening was originally conveyed gratuitously to the City as a condition of land severance in April 1985 by The Erin Mills Development Corporation.

It has been determined by the Engineering Department that Barbertown Road is of sufficient width at 20m (66 ft) and that no further widenings are necessary. In keeping with City policy, as the intended widening is no longer required for municipal purposes that it be reconveyed gratuitously to the adjoining owner of record being The Pentecostal Assemblies of Canada.

RECOMMENDATION: That a By-law be enacted authorizing the conveyance of a Deed of Land from the City of Mississauga to The Pentecostal Assemblies of Canada for part of Lot 1, Concession 4-WHS further described as Part 2 on Plan 43R-12277.

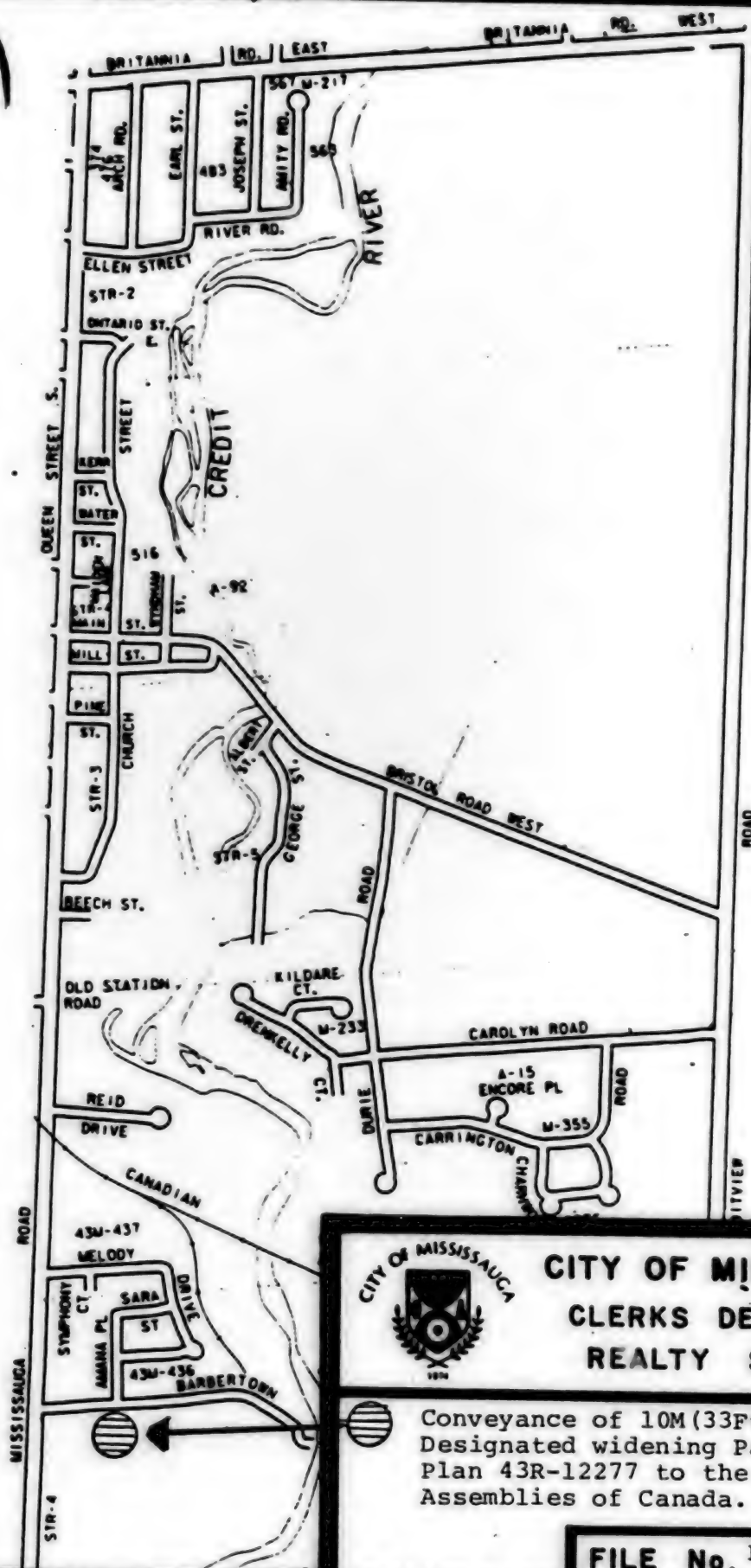

Terence L. Julian, A.M.C.T., C.M.C.
City Clerk


FJS/83

1961

Z-39-E

Z-45-W



**CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES**

Conveyance of 10M(33Ft)
Designated widening Part 2
Plan 43R-12277 to the Pentecostal
Assemblies of Canada.

FILE No. E02.02.26



City of Mississauga

MEMORANDUM

20

To Operation and Works Committee From Terence L. Julian
Dept. _____ Dept. City Clerk

April 7, 1987

OPERATIONS/WORKS **APR 15 1987**

LADIES & GENTLEMEN:

SUBJECT: Kenfask Development Limited
Proposed Plan of Subdivision T-84039,
Part of Lot 14 and 15, Concession 8-EHS (Brampton),
Easement in favor of the Regional Municipality of Peel,
Brandongate Park #68, Part of Block A, R.P. M-7,
File: E.02.04.01

ORIGIN: Letter from Setchell - McKinnon Limited Consulting
Engineers of July 2, 1986.

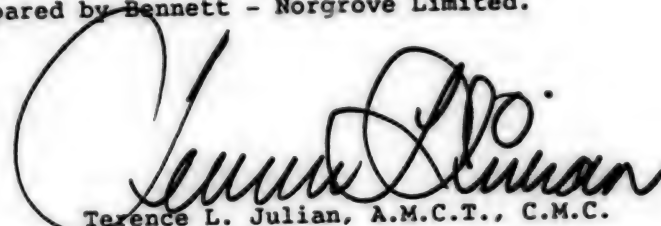
COMMENTS: Kenfask Development Limited is processing a plan of
subdivision (T-84039) within the municipal boundaries of
the City of Brampton at the Mississauga City boundary.

In order to undertake the servicing of the proposed
subdivision a 5m (16 ft) permanent sanitary sewer
easement is to be provided by the City to the Regional
Municipality within Brandongate Park, also to be provided
are two temporary working easements each having a width
of 12.50 m (41 ft) to be effective during the period of
construction.

All the technical details and concerns have been resolved
to the satisfaction of the City's Recreation and Parks
Department and the City is now in a position to grant the
permanent and temporary easements to the Region of Peel.

RECOMMENDATION:

That a By-law be enacted authorizing execution of a
permanent Transfer of Easement for a sanitary sewer from
the City of Mississauga in favor of The Regional
Municipality of Peel located within Brandongate Park
being part of Block A in Registered Plan M-7 further
described as Part 1 and a temporary working easement
described as Parts 2 & 3 on draft Reference Plan W0
85-255-3-IR prepared by Bennett - Norgrove Limited.


Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

2da)

CITY OF BRAMPTON



CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES



Easement in favour of the Region
of Peel, Brandon Gate Park # 68

FILE No. E02.04.01

CITY OF MISSISSAUGA

PLANNING AND BUILDING DEPARTMENT

ITEM:

FILE: Waste Management

DATE: April 15, 1987

Item 21

OPERATIONS/WORKS

APR 15 1987

TO

Chairman and Members of the City of Mississauga Operations and Works Committee

FROM

D.A. Lychak, City Manager

SUBJECT

Solid Waste Management

ORIGIN

Waste Management Briefing Session, April 2, 1987 Meeting of Operations and Works Committee

PURPOSE

To comment on various aspects of proposals for management of solid waste in the Region of Peel and to assist City Council in future deliberation of these matters at Regional Council.

BACKGROUND

On December 17, 1986, City Council considered a Planning Department report concerning the September 1986 report by the Region of Peel CAO titled "Implementing Locational Equity in Sanitary Landfill". The Planning Department report (attached as Appendix "A") also provides a synopsis of the Waste Management Master Plan Update - Preliminary Stage 3 Report, which was presented to Regional Council on January 23, 1987 and incorporates the strategy proposed by the Regional CAO to achieve locational equity for the landfill component of solid waste management. The Planning Department report concluded that the strategy proposed by the Regional CAO is a legitimate, rational solution to achieve, in the near future, equity between Brampton and Mississauga for the landfill component of waste management. Notwithstanding, the report suggested that a Regional waste management program which considers the establishment of locational equity for a particular element of a comprehensive waste management strategy, compromises the benefits of and rationale for the Regional waste management perspective; the total spectrum of waste management, including recycling and reduction programs, should either be based solely on an objective, rational assessment of environmental, land use, and economic resources, opportunities, and constraints on a Regional basis, or be defined as entirely the responsibility of local municipalities.

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The report was referred back to staff without a recommendation and with a request for additional information regarding the financial, administrative, and legal implications of Mississauga assuming total responsibility for disposal of Mississauga wastes only.

In a memorandum dated March 9, 1987 (Appendix "B") the Commissioner of Engineering and Works advised City Council of the results of a review of the following issues by an independent consultant retained by the City:

- locational equity in landfill;
- Mississauga assuming responsibility for management of City waste;
- landfill requirements.

A major observation by the consultant was that Mississauga's assuming responsibility for management of its wastes would not be practical or cost effective. A definitive analysis of capital and operating costs associated with specific waste management scenarios, including the "Mississauga only" option, would indicate the relative merit of each scenario in terms of cost over the 40-year time frame of the Master Plan. Such calculations would require the definition of specific waste management scenarios, including assumptions with respect to the location of landfill site(s) during the 40-year planning period, the capacity of any waste reduction facilities (i.e. EFW and RDF), the locations of waste reduction facilities, and the proportion of reduction. The calculations would also require the services of a competent consultant and access to the computer files and data bank of the Region's consultant. Obviously, such undertaking requires specific direction by City Council.

COMMENTS

Despite the lack of definitive data regarding the economic implications to Mississauga of the waste management strategy proposed by the Region of Peel, it is appropriate to comment on the three principal issues which will be debated by Regional Council on April 16, 1987:

- locational equity in landfill;
- Solid Waste Management Master Plan - Stage 3 Report
- selection of Site VI for landfill.

(i) Locational Equity

In the absence of data regarding the economic implications of Mississauga's assuming total responsibility for City wastes, this option should not be pursued at this time.

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The CAO proposal for establishing locational equity for the landfill component of waste management is a short-term solution to a long-term problem.

In reality, Mississauga could be fully developed by 2011; the probability of securing landfill capacity in Mississauga after the year 2000 is remote.

At this time, there are few areas in Mississauga which can be considered for landfill operations.

The proposed "locational equity" strategy compromises the Regional perspective on waste management and perpetuates parochial attitudes at the municipal level.

It appears that facilities for reduction of Regional wastes (i.e. EFW and RDF) will be located in Mississauga (e.g. Petro-Sun/Domtar and St. Lawrence Cement); the social and environmental implications of these facilities should be considered in any strategy designed to establish inter-municipal equity with respect to the landfill component of waste management.

The concept of "locational equity", if endorsed, should not apply just to landfill but should be extended to all components of a comprehensive waste management system, including EFW and RDF. In this manner, a reasonable degree of locational equity for all waste management facilities could be negotiated (e.g. Mississauga accepts the waste reduction facilities and Brampton assumes long-term responsibility for landfill).

If solid waste management in the Region were to remain a "total landfill" solution, the proposed "locational equity" strategy for landfill would be equivalent to locational equity for the entire waste management system and would, therefore, be equitable and possibly practicable, although quite impractical and contrary to the purpose and intent of Regional government. However, the waste management strategy prescribed in the Master Plan - Stage 3 Report is much more sophisticated than a "total landfill" solution and proposes that recycling and reduction processes be at least equal to landfill in terms of effecting disposal of solid waste. In a multi-component, integrated waste management system, a "locational equity" strategy restricted to the landfill component may be difficult to implement. For example, the proposed Petro-Sun EFW facility will probably process wastes originating from both Brampton and Mississauga. The ash and residue from incineration (approximately 15% by weight of unprocessed waste) will

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require disposal in landfill. Will ash from incineration of Brampton refuse be extracted for disposal at the Regional landfill site in Brampton, while the Mississauga residues are segregated for local disposal?

(ii) Solid Waste Management Master Plan Update - Stage 3 Report

From a technical standpoint, the Stage 3 Report is acceptable; however, two fundamental assumptions of the Master Plan require further consideration:

- "locational equity";
- the ability of the Region to achieve 54% reduction of waste requiring disposal in landfill.

The latter assumes not only that substantial reduction during the 40-year planning period will be achieved by means of recycling and recovery, but also that EFW and RDF facilities will be approved and constructed, and will operate successfully at planned capacity.

(iii) Landfill Site Selection Reports

The set of sixteen reports document the various investigations directed to the identification of a preferred landfill site in Brampton, based on a comparative evaluation of three candidate areas. Most of the background documents have been previously reviewed by City staff in conjunction with participation on the Solid Waste Management Task Force.

The selection of Site VI as the preferred site for landfill is supported by City staff within the context of the comparative assessment of candidate areas I, II, and VI:

- the site is in Brampton, not near the Mississauga boundary;
- on balance, in terms of various environmental, social, and economic considerations, Site VI represents the most suitable area of those subject to comparative evaluation.

A weakness of the site selection process, documented in the sixteen-volume report, may be the arbitrary deletion in 1984 by Regional Council of five candidate areas in Brampton ("A" to "E"). As a result, it is difficult to speculate how site VI compares with site "B" which was identified as the preferred site in 1983 based on a comparative evaluation of areas "A" to "E".

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The cost to Mississauga of transporting refuse to site VI in Brampton will be considerably greater than that currently experienced for transport to Britannia. Bearing in mind that the Britannia site is near the Mississauga centroid of waste generation, it is probably the optimum location in terms of haul costs. For comparison, estimates of additional haul cost, based on distance from the Mississauga centroid, are presented on Table 1.

Obviously, in terms of haul cost, Site VI is not particularly attractive to Mississauga. However, as is indicated on page 12 of Appendix 'A', whereas the "haul" component of a "total landfill" waste management system represents approximately two-thirds of the total system cost, haul cost is reduced to approximately 22% of the total cost of a system incorporating waste reduction facilities.

Table 7.2 of the Stage 3 Report indicates that Regional landfill capacity required to the end of the 40-year planning period is as follows. *

Pre "Locational Equity" proposal:
- no reduction, 1220 acres;
- 60% reduction, 549 acres.

"Locational Equity" proposal:
- no reduction, 1286 acres;
- 60% reduction, 690 acres.**

* Note: If optimum reduction of waste is not achieved over the 40-year period, the actual landfill capacity requirement could be somewhere between these estimates of acreage.

**
Brampton355 acres
Mississauga....242 acres
Caledon 93 acres
Total 690 acres

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TABLE 1


Estimates of Comparative Costs to Haul Mississauga Refuse
Directly to a Landfill Site

<u>Hypothetical Location of Site</u>	<u>Direct Haul Cost</u>	
	<u>Per Tonne (1)</u>	<u>Cumulative, Over 40-year Planning Period (2)</u>
Mississauga Centroid	"X"	"Y"
Britannia	"X" + \$1.50	"Y" + \$40 million
"B"	"X" + \$4.50	"Y" + \$120 million
"VI"	"X" + \$12.00	"Y" + \$320 million

- Notes: (1) Based on a haul rate of \$0.15 per tonne per minute of travel time (page 8-6, Stage 3 Report).
- (2) Assumes a "worst case" scenario of no waste reduction strategies; that is, all Mississauga wastes generated during the 40-year planning period (26,666,000 tonnes - Table 4.7, Stage 3 Report) are disposed of in landfill. Implementation of waste reduction measures (e.g. recycling, incineration) may substantially reduce the cumulative haul cost.

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Report No. 1 of the sixteen-volume documentation of the Brampton landfill site investigations, indicates that the recommended site could be developed to establish a 530-acre landfill facility. This means that if the locational equity proposal is not implemented, the site could serve the Region during the entire 40-year planning period (i.e. to the end of 2026). If locational equity is implemented, Mississauga will be obliged to quit the Regional site in Brampton after a ten-year period of use (i.e. 1999-2008). Subsequently, Mississauga will face the prospect of opening a new site within the City (or, if a landfill site cannot be established, exporting refuse for disposal outside the Region), while Brampton will enjoy exclusive use of a large Regional facility "well into the 21st Century" (page 7, Report No. 1). A rough calculation indicates that Brampton could have use of the 530-acre facility for 35 years beyond the 40-year planning period; that is, to the year 2061. The equity of Mississauga contributing 70% of the cost to acquire and establish the new Regional landfill site while enjoying only ten years of use of its possible 70-year life span, should be considered.


D.A. Lychak
City Manager.

DB/sdi
4141a/1/8

CITY OF MISSISSAUGA

APPENDIX A

PLANNING DEPARTMENT

ITEM:
FILE: S.P. 229
Solid Waste Management
DATE: December 17, 1986

TO

H. McCallion, Mayor, and Members of the City of Mississauga Council

FROM

R.G.B. Edmunds, Commissioner of Planning

SUBJECT

Region of Peel Report Titled
"Implementing Locational Equity in Sanitary Landfill"

ORIGIN

At its September 25, 1986 meeting, Regional Council approved the following resolution:

"THAT the report of the Chief Administrative Officer regarding Implementing Locational Equity in Sanitary Landfill dated September 17, 1986 be referred to the area municipalities for consideration and comment to Regional Council by October 30, 1986."

BACKGROUND

The 1977 Agreement between the City and the Region of Peel regarding the establishment of a Regional landfill site in Mississauga, included the following provisions:

"The Region agrees that it will restrict the sanitary landfill operation to elevations not to exceed (approved) contourswith a view to limiting the landfilling operation to a maximum of twelve (12) years.

"The Region will seek and designate areas suitable for landfill sites in the City of Brampton and the Town of Caledon, and will continue to investigate and analyze such areas in order to try to ensure that each of the area municipalities in the Region of Peel shall in the long term provide a share of the total land requirements for landfill sites, commensurate with the exigencies of economics, environmental considerations, and general impact on the area municipalities."

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Accordingly, the update of the Region of Peel Waste Management Master Plan (commenced in 1982) includes a landfill site selection process which has been restricted to the City of Brampton. In 1984, the Master Plan time-frame was extended from 20 years to 40 years, which would more than double the land area required for landfill. On March 19, 1984 Mississauga City Council considered a Planning Department report concerning proposed landfill site "B" at the south-west corner of Mississauga Road and Steeles Avenue, and adopted the following resolution:

"THAT the Region of Peel be requested to comment on the March 7, 1984, report from the Commissioner of Planning with particular reference to the suggestion regarding the simultaneous use of multiple sites in the Region of Peel as a waste management strategy."

The March, 1986 Master Plan Update (Stage 2 Report) addressed the issue of a single, 40-year site in Brampton versus two smaller sites, but did not specifically refer to the long-term obligations of the three area municipalities regarding the provision of the three basic components of the proposed waste management strategy:

- landfill site(s);
- recycling facilities;
- volume reduction facilities - Energy From Waste (EFW) and Refuse Derived Fuel (RDF).

The September 17, 1986 report by the Regional CAO refers to long-term equity only with respect to the landfill component and makes the following observation in this regard:

"To date, the Region's Waste Management Master Plan has avoided discussion of locational equity because no comprehensive direction on long-term equity has been given." (p. 6, 7)

This succinct statement accurately summarizes the dilemma confronting Regional Council. The failure of the Master Plan to address long-term equity, compounded by the uncertainties of approvals under the Environmental Assessment Act, has generated some concerns:

- Mississauga has expressed reservations about an expansion of the Britannia site (or a search for a new site in Mississauga) until a site has been approved in Brampton, because the failure to find a suitable site in Brampton could be used to continue landfill operations at Britannia;

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- Brampton is concerned that during the time its new site is accepting Regional waste, rapid urban growth will preclude any further landfill opportunities in Mississauga and hence Brampton will have little choice than to accept responsibility for Regional landfill during the 40-year planning period.

In response to that concern, Brampton Council adopted the following resolution on May 26, 1986:

"THAT notwithstanding the fact that the Region of Peel is presently preparing a Waste Management Master Plan for the next 40 years and that the City of Brampton is committed to have the next landfill site within its boundary, the Council of the City of Brampton is only prepared to support a landfill site for a period not to exceed 12 years unless the Town of Caledon and the City of Mississauga are ready to make positive commitments for regional landfill sites within their geographic areas within the life span of the Regional Master Plan.

"Therefore, The City of Brampton will rezone only sufficient acreage for landfill to meet the regional needs for the 12-year period (approximately 225 acres)."

Although Mississauga raised the concept of simultaneous use of multiple sites in March, 1984 (March 7, 1984 Planning Department report), the foregoing resolution is the first direct reference to the establishment of municipal equity with respect to the burden of landfill operation. Notwithstanding the 12-year period referred to by Brampton Council, parity between Mississauga and Brampton with respect to the Mississauga use of a new Brampton landfill site can be achieved in either of two ways:

- Britannia did not receive Brampton refuse until 1980; assuming that Britannia will cease to function as a Regional landfill site in 1990, a 10-year use of the Brampton site by Mississauga will achieve temporal equity;
- if quantity of refuse is employed as the criterion for landfill equity, Mississauga use of the Brampton site would be reduced to a time period less than 10 years.

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The strategy proposed by the Regional CAO to achieve long-term locational equity with respect to the burden of providing landfill capacity, is based on the premise of temporal equity and the assumption of 60% reduction of waste to landfill in accordance with the following recommendations of the Waste Management Master Plan Update (Stage 2 Report) adopted by Regional Council on May 15, 1986:

"THAT landfilling in the Region should be minimized to take no more than 40 percent of the Region's wastes over the 40-year study period recognizing this will require a new site or sites totalling 162 hectares (400 acres), or the equivalent in smaller sites, assuming the use of the existing Britannia site in accordance with the agreement between the Regional Municipality of Peel and the City of Mississauga."

"THAT an enhanced program, as described in the Stage 2 Final Report, of separation and decrease of wastes at source be developed in more detail in Stage 3 to achieve a reduction of at least 23 percent in total wastes over the 40-year planning period."

"THAT a 37 percent reduction in wastes for disposal should be obtained through energy-from-waste technology."

A more detailed examination of the potential diminution of waste by means of reduction, separation, and recycling was conducted in conjunction with the preparation of the Stage 3 Report. It is anticipated that the Stage 3 Report, to be presented to Regional Council on January 29, 1987, will propose that a 54 percent reduction of waste requiring disposal in landfill is practicable. The three principal components of the program are indicated on Figure 1 and are described in the Preliminary Stage 3 Report. The following summarizes the characteristics of each component.

(i) Reduction, separation and recycling:

- reduction of actual quantity of refuse produced involves educational programs to increase public awareness regarding matters such as packaging, re-use, and home composting;
- the Mississauga "blue box" program of source separation and curbside collection of recyclable materials will be augmented by a recycling program for apartments and other multiple-unit complexes;

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- the recyclable materials are collected at curbside and transported to a recycling depot; the Laidlaw depot in Mississauga may be expanded to include a "buy back" centre;
- commercial and industrial wastes will be transported to a collection and sorting facility where recyclable and re-usable products and combustible materials are extracted either manually or by a mechanized process;
- it is proposed that a 23 percent reduction of total wastes to landfill will be realized over the 40-year planning period; a 6 percent reduction in 1986 will increase to approximately 20 percent by 1991, 24 percent by 2001, and continue at 27 percent for the balance of the planning period.

(ii) Incineration:

- reduction of the volume of waste by means of combustion can be achieved through mass incineration in one or more Energy From Waste (EFW) facilities or the manufacture of Refuse Derived Fuel (RDF) for use in facilities which require a more refined fuel product;
- virtually all domestic refuse will be processed at EFW or RDF facilities; the combustible fraction of commercial and industrial wastes will be extracted at the collection and sorting facility;
- the locations of the proposed Petro-Sun EFW facility and the St. Lawrence Cement RDF facility are shown on Figure 2;
- the quantity of ash produced by an EFW facility is approximately 15 percent by weight of the input material;
- the rejected fraction from the St. Lawrence Cement RDF facility will be approximately 50 percent;
- the proposed 31 percent reduction by incineration over the 40-year planning period (Figure 1) assumes: that the Petro-Sun EFW facility will be operative in 1989; that the St. Lawrence RDF facility will be processing waste in 1990; that a second EFW facility, at an undetermined location but probably in Mississauga (or, possibly, in the Region of Halton near the Oakville/Mississauga boundary if Peel and Halton enter into a joint venture) will be functioning in 1992.

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(iii) Landfill:

- non-recyclable and non-incinerable wastes, as well as the residues of recycling and incineration activities, will be disposed of in landfill;
- assuming that 46 percent of wastes generated during the 40-year planning period will require disposal in landfill, a landfill site having an area of 550 acres will be required;
- if two landfill sites are established (e.g. one in Brampton and another in Mississauga), certain economies and efficiencies of scale will be lost and their combined area must be at least 600 acres;
- if the proposed 54 percent reduction of wastes generated during the 40-year planning period cannot be achieved, a landfill site greater than 550 acres will be required; landfill of all wastes (i.e. no reduction) would require a site of approximately 1250 acres.

In his "equity" report, the Region of Peel CAO addresses only the landfill component of the waste management program and proposes a strategy to achieve locational equity under two assumptions:

- no reduction of waste to landfill;
- 60% reduction of waste to landfill.

The former represents an extreme, unlikely situation which is addressed in the Master Plan only in a hypothetical sense to satisfy the Environmental Assessment Act, which requires that various options be considered, including the "do nothing" or "worst case" option. Although the latter assumption could be modified to conform to the 54% reduction factor proposed in the Preliminary Stage 3 Report, the "no reduction" and "60% reduction" factors represent the extreme limits of the waste-reduction spectrum and are retained for the purpose of this discussion. The CAO landfill equity proposal, based on 60% reduction of wastes to landfill, is summarized as follows:

<u>TIME FRAME</u> <u>(inclusive)</u>	<u>TIME</u> <u>PERIOD</u>	<u>MUNICIPAL RESPONSIBILITY</u>
1987-1990	4 Years	Regional refuse to Britannia
1991-1998	8 Years	Mississauga refuse only to Britannia, Brampton refuse to new Brampton site.
1999-2008	10 Years	Regional refuse to Brampton site
2009-2026	18 Years	Each area municipality responsible for landfill of own refuse.

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The landfill requirements of the foregoing strategy are as follows:

- from 1991 to 1998 inclusive, Mississauga wastes only are directed to the Britannia site until approved capacity is attained;
- a 355-acre site in Brampton will be operative by the end of 1990;
- a 242-acre site in Mississauga will be available by 2008.

The foregoing time frames and landfill area requirements are based on the assumption of 60% reduction of waste requiring disposal in landfill. A more conservative (and possibly more realistic) scenario for planning purposes, would be to assume a median reduction factor between the two extremes of "no reduction" and "60% reduction". In the absence of detailed calculations, the following is a rough estimate of landfill requirements in the event that a 30% reduction of waste is realized during the 40-year planning period:

- a 500-acre site in Brampton;
- a 400-acre site in Mississauga.

DISCUSSION

The CAO report is an objective examination of the current quandary regarding future Regional landfill requirements. The strategy proposed by the CAO will achieve equity between Mississauga and Brampton by the end of 2008; subsequently, each area municipality will be obliged to provide landfill capacity for disposal of its own wastes. This strategy is examined from a Mississauga perspective under the following headings:

- landfill requirements;
- other waste management facilities;
- economics.

(i) Landfill requirements

The CAO landfill strategy would require Mississauga to dispose of all its non-recyclable, non-incinerable wastes in perpetuity after the year 2008 - possibly sooner, if 60% reduction is not achieved. In terms of the Waste Management Master Plan 40 - year waste quantity projections, conventional landfill technology dictates that disposal of Mississauga wastes generated during the period 2009-2026 will require a site area of at least 250 acres (60% reduction) and, in the event of failure of one or more of the reduction strategies, possibly as much as 400 acres (30% reduction).

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Although Mississauga need not secure additional landfill capacity until 2008, the site selection process should commence immediately. If rapid urban growth continues in Mississauga, each year of delay means potential sites will be lost to land development and candidate landfill sites rendered unsuitable due to proximate residential development. Even now, there are few areas in Mississauga which can be considered for landfill operations.

In the event that a new landfill site is secured by Mississauga and approved by the Province by the time the Britannia site is expected to be filled to capacity (end of 1998), the CAO strategy would require the new site to remain dormant for ten years until temporal equity is attained through the use of the Brampton site by Mississauga. However, in the interest of economics, primarily, it may be appropriate for Mississauga to consider volume equity, whereby Mississauga use of the Brampton site is based on matching Brampton use of Britannia on a quantity basis. In this manner, Mississauga could commence operations at the new site for some Mississauga waste, while transporting the balance to Brampton.

Possible benefits of this strategy may be:

- reduced haul costs;
- reduced concentrations of truck traffic along haul routes;
- greater Mississauga autonomy with respect to waste disposal which may eventually be extended to the entire spectrum of waste management;
- establishment of an earlier presence for the new landfill site, thereby avoiding public concern when a vacant site is converted into a landfill facility after sitting idle for ten years;
- more efficient co-ordination with other waste management components such as EFW facilities;
- more equitable sharing with Brampton of the landfill burden.

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Due to the discrepancy in the annual quantity of wastes generated by Brampton during 1980-1990 and by Mississauga in 1999, volume equity would be attained in as few as three years if all Mississauga wastes were directed to Brampton; however, this time period would be increased according to the inverse of the proportion of Mississauga waste directed to Brampton (e.g. at least 9 years if 1/3 of Mississauga waste is directed to Brampton). Also, if waste volume is accepted as the basis for landfill equity, the size of the new Mississauga site would need to be increased substantially.

In summary, the 10-year use by Mississauga of the new Brampton landfill site appears to be a rational means of attaining equity; however, it might be appropriate to divert some Mississauga waste to the new Mississauga site as soon as it has been approved and developed for landfill.

(ii) Other Waste Management facilities

It is expected that the Stage 3 Report of the Waste Management Master Plan will be presented to Regional Council on January 29, 1987. The Stage 3 Report will describe two non-landfill components of the proposed waste management strategy (Figure 1) which are, taken together, equal in importance and effectiveness in comparison to the landfill component. The two non-landfill components and the various facilities required to implement each, are as follows.

Reduction, separation, and recycling component:

- recycling depot(s);
- buy-back centre(s);
- collection and sorting facility(ies).

Volume reduction component:

- two energy from waste (EFW) facilities;
- one refuse derived fuel (RDF) facility.

The proposed volume reduction facilities were discussed in the Background section of this report and are depicted on Figure 2. The proportions of combustible wastes to be processed by the three reduction facilities over the 40-year planning period are as follows.

Petro - Sun EFW	24%
St. Lawrence RDF	36%
Second EFW	30%
<u>Not Incinerated*</u>	<u>10%</u>
Total Incinerable Wastes	100%

*It is assumed that the volume reduction facilities will operate at maximum capacity and that maximum capacity is less than the total quantity of combustible waste generated.

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Since all domestic refuse will initially be transported to a reduction facility for processing, these facilities are very important elements of the proposed waste management process (Figure 1). Compared to a landfill site, an EFW facility does not require an extensive land area and is much less visible and intrusive; however, although waste processing and incineration occurs in an enclosed environment, a volume reduction plant will entail some of the nuisances normally ascribed to a landfill site. For example, truck traffic to and from the three volume reduction facilities will be greater than that experienced at the landfill site(s). Also, the real or perceived threat of contaminant release into the environment by an incinerator smokestack is a concern which does not apply to landfill sites.

The locational requirements of volume reduction facilities are summarized below.

- Ideally, the steam produced by incineration of waste is sold directly to an industrial user; in such instances, the EFW facility must be situated adjacent to the client (e.g. Petro-Sun EFW next to Domtar).
- If industries with a significant demand for steam cannot be found (this is currently the situation in the Region) the second EFW facility will be required to convert the steam to electric energy for sale to a major industry or Ontario Hydro. Although the sale of electricity to Ontario Hydro is economically less attractive than the sale of steam to a particular industry, it has the advantage of not restricting the location of the EFW facility. As long as the facility can tie into the Ontario Hydro grid, it can be situated at any site of greatest convenience and least impact.
- Refuse-derived fuel can be manufactured either at the site of incineration (i.e. St. Lawrence Cement) or in conjunction with another major waste management component, such as a collection and sorting facility or landfill site. From a transportation perspective, since approximately 50 percent of the refuse processed at the proposed St. Lawrence Cement RDF facility would be redirected to a landfill site or an EFW facility, the manufacture of refuse-derived fuel in a well-integrated waste management system is probably more appropriately conducted in conjunction with one of these more centralized components.

The locational requirements of reduction, separation, and recycling facilities are as follows.

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- Since the area municipalities are responsible for curbside collection of recyclable materials, a recycling centre should be situated at a central, appropriate location within each municipality (e.g. Laidlaw recycling depot in Mississauga - Figure 2).
- The sorting and collection facility should be located at the landfill site(s).
- The buy-back centre should operate in conjunction with the recycling depot or the sorting and collection facility.

The foregoing illustrates that the facilities required for the three fundamental components of the proposed waste management strategy are functionally very much interrelated; ideally, all facilities should be integrated at one location. Further, such integrated facility should serve the entire Region and be situated at a central location within the Region near the centroid of waste generation (Figure 2.) Unfortunately, this may be impracticable for various reasons, and it certainly would be contrary to the principle of locational equity unless one large site could be established straddling the Brampton/Mississauga boundary.

Assuming that locational equity is an overriding objective for long-term waste management, and extrapolating the principle that each municipality should eventually bear an equal burden for waste disposal, it seems inevitable that a Regional perspective for waste management will soon become invalid and that each municipality will be required to assume responsibility for the full spectrum of waste management. This means that Mississauga, in addition to commencing the search for a new landfill site, should develop a comprehensive strategy for all aspects of waste management, so that all Mississauga wastes will be treated and disposed of within the confines of the municipality. Brampton would be expected to do likewise. Accordingly, it may be prudent that the Regional strategy presented in the Waste Management Master Plan regarding proposed volume reduction facilities (Figure 2) is reviewed in terms of establishing municipal autonomy by the year 2008.

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(iii) Economics

Previous waste management studies by the Region were based on the premise that all refuse would be disposed of in landfill. The cost components of implementing a "landfill" system are basically two-fold: acquisition, development, and operation of a landfill site; transportation of refuse to the landfill site. Characteristically, the "haul" component represents approximately two-thirds of the total system cost.

The proposed "reduction" waste management system, incorporating recycling programs and incineration facilities to substantially reduce the amount of waste requiring disposal in landfill, is much more complex and almost three times more expensive in comparison to a "landfill" system. Much of the increased expense of the "reduction" system is due to the cost of building and operating the volume reduction facilities. The unit haul costs for the two systems are similar; consequently, the haul component of the "reduction" system represents approximately 22 percent of the total system cost.

Many of the costs associated with implementing the proposed waste management strategy are not substantially affected by the actual location of facilities; for example, there is not a significant difference between establishing and operating an EFW facility in Brampton and an identical facility in Mississauga. However, there are two locational factors which must be considered since they affect the costs and social and environmental impacts associated with waste management:

- scale;
- haul distance.

The "scale" factor simply refers to the premise that, all other things being equal, it is less costly to establish and operate one large waste management facility (e.g. EFW) than two or more smaller facilities which cumulatively have the same capacity. Social and environmental impacts may also be greater for multiple facilities, particularly landfill sites which require a substantial land base for operations and buffers. From a Regional perspective, one large landfill site is therefore preferable to several smaller sites serving individual municipalities. The landfill equity scenario, therefore, does not assume a Regional perspective in this regard.

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Minimizing haul distance will serve to reduce the annual operating costs of waste management as well as the social impacts associated with truck traffic. Haul costs must not only consider the distances between waste sources and the various waste management facilities (e.g. landfill site, EFW facility, collection and sorting facility) but also the interaction among the facilities. Consider, for example, 100 tonnes of unprocessed domestic refuse transported to the St. Lawrence Cement RDF facility: approximately 50 tonnes will be converted to fuel for incineration; the remaining 50 tonnes will be re-transported to various other facilities (i.e. landfill site, EFW facility, or recycling depot). Ideally, from a transportation perspective, the most efficient waste management operation would be an integrated system where all the disparate facilities are located on one site. Further, this integrated facility would be located at or as near as possible to the centroid of waste generation (Figure 2). Obviously, such ideal conditions do not represent reality; St. Lawrence Cement and Domtar cannot be expected to relocate to Britannia or a new Regional landfill site, and existing urban development at the Mississauga waste-generation centroid precludes establishment of an integrated facility at that location. The foregoing location principles do suggest, however, that the Regional waste management strategy involving a landfill site in northern Brampton (far from the Regional centroid) and a volume reduction facility in southern Mississauga (very far from the landfill site), may be an expensive proposition in terms of haul costs.

The Region of Peel Act requires that the costs of implementing a waste management program be allocated to area municipalities on the basis of assessment via the Regional tax levy. The Preliminary Stage 3 Report suggests that consideration be given to amending the Act to permit waste management costs to be billed directly to each municipality on the basis of actual quantities of waste requiring disposal. This would be not only a more equitable means of allocating costs to municipalities, it would also provide an incentive for municipal promotion of source separation and recycling, thereby reducing the quantity of billable municipal waste. Although this is an excellent suggestion, it does not alter the projections that, throughout the 40-year planning period, the Mississauga population will consistently represent 63-65 percent of the Regional population and the annual refuse generated in Mississauga will represent 68-69 percent of the Regional total (the discrepancy between proportions of population and waste occurs because the average Mississauga household produces more refuse than its Brampton counterpart).

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Accordingly, more than two thirds of the expense of the proposed Regional waste management program,* a costly proposition which would be rendered even more costly if amended to embrace the concept of landfill equity, will be borne by Mississauga.

In the absence of definitive economic data, it should be considered whether municipal autonomy with respect to the full spectrum of waste management would not only be a more practicable but also less costly option for Mississauga.

SUMMARY AND
CONCLUSIONS

The September 17, 1986 report by the Regional CAO titled "Implementing Locational Equity in Sanitary Landfill" is an objective and rational examination of the quandary regarding disposal of Regional waste. The report proposes a logical and legitimate solution whereby equity between Mississauga and Brampton could be achieved by the end of 2008; subsequently, each municipality would be obliged to provide landfill capacity for disposal of its own waste. Accordingly, during the latter half of the 40-year Master Plan planning period (1987 - 2026, inclusive), disposal of Mississauga refuse would require a landfill site of approximately 250 - 400 acres, depending on the actual level of waste reduction realized. Although Mississauga would not need additional landfill capacity until January 1, 2009, the site selection process should commence as soon as possible; because of rapid urban growth in Mississauga, each year of delay means potential sites will be lost to land development and candidate landfill sites rendered unsuitable due to proximate residential development. Even now, there are few areas in Mississauga which can be considered for landfill operations.

Although the Regional CAO "locational equity" strategy is restricted to landfill sites, a logical extrapolation of the equity principle to the entire spectrum of waste management suggests that ultimately each municipality should assume an equal burden for all other other aspects of the proposed waste management strategy (Figure 1), including volume reduction facilities (EFW and RDF) and sorting and collection facilities. This means that Mississauga, in addition to commencing the search for a new landfill site, should develop a comprehensive strategy for all aspects of waste management, so that all Mississauga wastes can be treated and disposed of within the confines of the municipality. Accordingly, studies directed to the identification of a new landfill site should consider all other aspects of waste management, including the possible establishment of an integrated facility incorporating on one site the landfill operation, an EFW facility, and a sorting and collection facility. At the same time, similar studies should be underway for Brampton and Caledon.

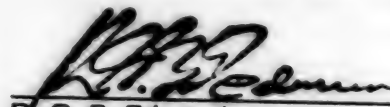
* It is expected that the Stage 3 Report will present the Overall System Cost of the proposed 40-year waste management strategy, as well as the cost associated with each of the three principal components.

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Whereas the strategy proposed by the Regional CAO would not require Mississauga to assume responsibility for landfill until 2009, the very concept of establishing long-term landfill equity among municipalities and extending this concept to the full spectrum of waste management, brings into question the future role of Regional government in waste management. From the standpoint of cost, efficiency, practicality, and autonomy, it may be appropriate for Mississauga to examine the benefits of assuming, as soon as possible, total responsibility for all aspects of waste management in Mississauga.

RECOMMENDATIONS

1. That the report dated December 17, 1986 from the Commissioner of Planning regarding proposed Regional waste management strategies, be accepted as the City of Mississauga response to the September 17, 1986 report on waste management from the Region of Peel Chief Administrative Officer.
2. That the concept of "locational equity in sanitary landfill" described in the September 17, 1986 report by the Region of Peel Chief Administrative Officer, be endorsed in principle.
3. That the Region of Peel be requested to comment on the legal, administrative, and financial implications of extending locational equity to all aspects of waste management, including volume reduction facilities (EFW and RDF) and collection and sorting facilities.


R. G. B. Edmunds
Commissioner of Planning

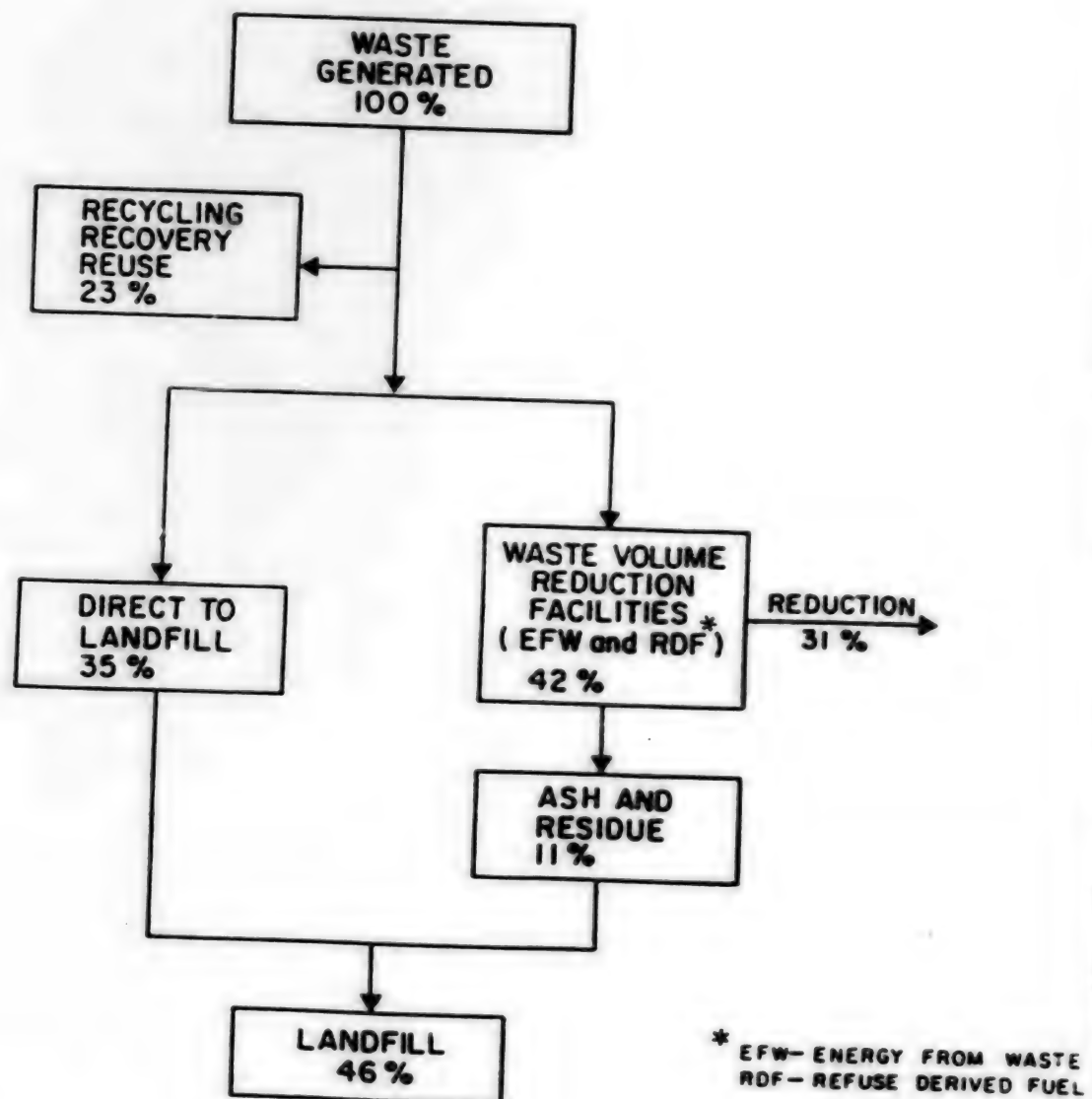
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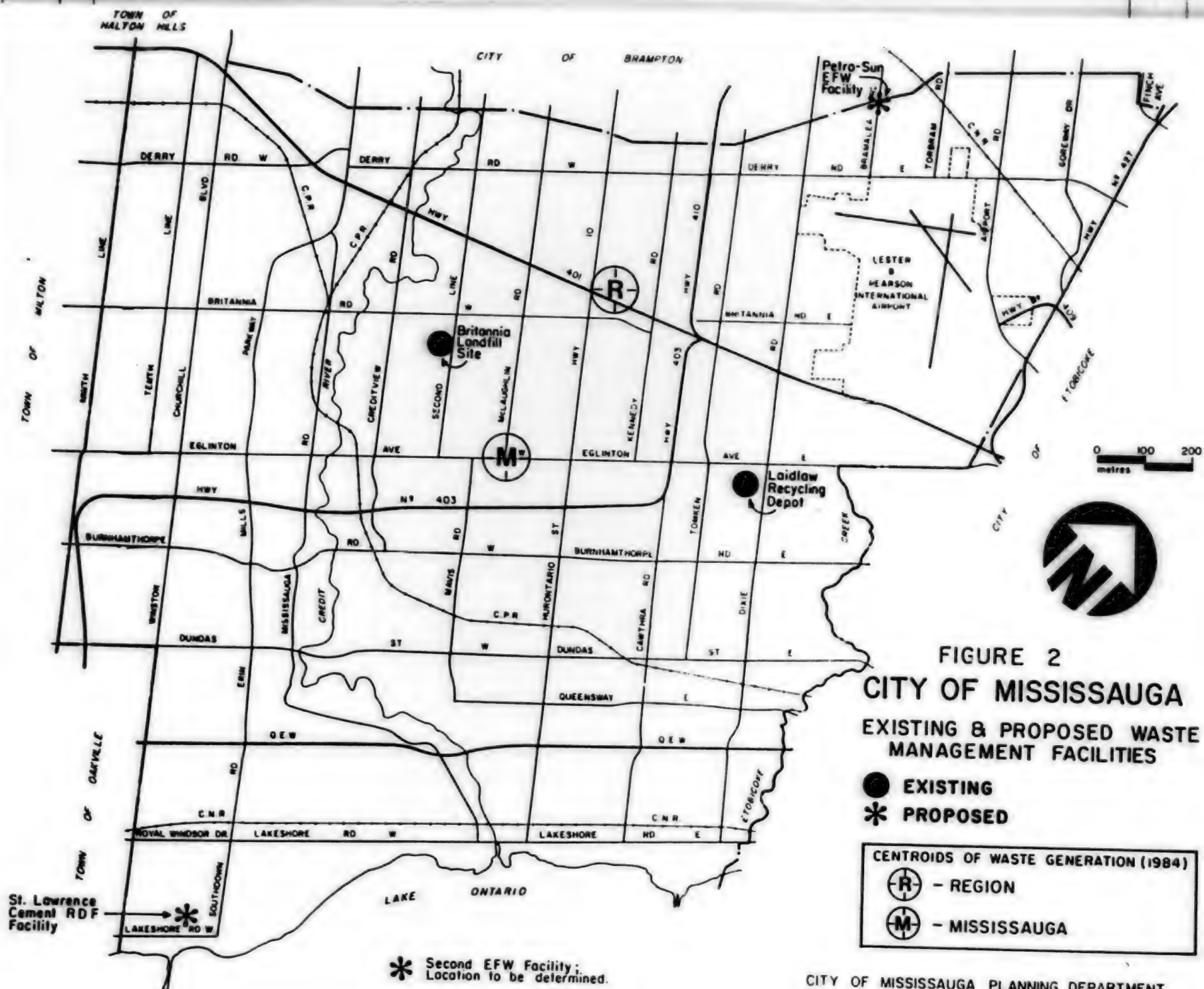
FIGURE I

WASTE MANAGEMENT STRATEGY TO ACHIEVE
54 PER CENT REDUCTION OF WASTE TO LANDFILL

The strategy assumes maximum practical reduction of waste by implementation of the "4 R's" (reduction, recovery, recycling, reuse) and Waste Volume Reduction Facilities (EFW and RDF*).

Numbers refer to proportions by weight of wastes generated within the Region of Peel during the 40-year planning period from 1987 - 2026.





CITY OF MISSISSAUGA PLANNING DEPARTMENT
 DWG. NO. 424.0



City of Mississauga

Appendix B

MEMORANDUM

FILE: 11 211 00135
11 141 00010

To Mayer and Members of Council

From W. P. Taylor

Dept. _____

Dept. Engineering and Works

March 9, 1987

Re: Solid Waste Management - Region of Peel

BACKGROUND

At a special "in camera" briefing session on December 8, 1986, City Council was presented a report by the Commissioner of Planning concerning the Region of Peel CAO report titled "Implementing Locational Equity in Sanitary Landfill" and the proposed Regional waste management strategy described in the Stage III Report. The report was subsequently amended to delete references to potential landfill "study areas" in Mississauga and was placed on the December 17, 1986 Council agenda. The report recommended as follows:

1. "That the report dated December 17, 1986 from the Commissioner of Planning regarding proposed Regional waste management strategies, be accepted as the City of Mississauga response to the September 17, 1986 report on waste management from the Region of Peel Chief Administrative Officer."
2. "That the concept of "locational equity in sanitary landfill" described in the September 17, 1986 report by the Region of Peel Chief Administrative Officer, be endorsed in principle."
3. "That the Region of Peel be requested to comment on the legal, administrative, and financial implications of extending locational equity to all aspects of waste management, including volume reduction facilities (EFW and RDF) and collection and sorting facilities."

The report was referred back to staff without any recommendation and with a request for more definitive information regarding the financial, administrative, and legal implications of Mississauga assuming total responsibility for disposal of Mississauga waste only.

On February 9, 1987 Mr. D. Sexsmith of the consulting firm Kostuch Engineering Limited, was invited to review the December 17, 1986 Planning Department Report, the Region of Peel Solid Waste Management Master Plan Update - Stage III Report, and any other relevant documentation, and provide his comments with respect to optimal waste management strategies available to the City.

cont'd

In advance of the deliberations at Regional Council on March 12, 1987 concerning the Stage III Report and the results of the search for a new Regional landfill site in Brampton, the following is a summary of the consultant's comments.

I. "LOCATIONAL EQUITY"

- The principle of Locational Equity appears to offer a solution for the current quandary with respect to assigning responsibility for the landfill component of waste management: however, in the long term it is neither a reasonable approach to Regional waste management nor a practical strategy in terms of the following observation.
- The more a Municipality is developed, the more difficult it will be to establish landfill sites within its boundaries, particularly on the basis of ten-year cycles of alternate responsibility (e.g. Mississauga 10 years, Brampton 10 years, Mississauga 10 years, etc. etc.)
- If locational equity is implemented it is in Mississauga's interest to continue on a time basis rather than a quantity basis
- Locational equity as envisioned by the Region is related only to the landfill component of waste management. A genuine proposal for establishing municipal equity must consider all components of a waste management system, including Recycling and Reduction (E.F.W. and R.D.F.) facilities.
- From a technical perspective, however, it is generally practical and economical to locate E.F.W. and R.D.F. facilities adjacent to the user and establish the largest facility possible, independent of Municipal boundaries. (This will probably result in Mississauga locations for these facilities).

II. CITY ASSUMING WASTE MANAGEMENT RESPONSIBILITIES FOR CITY WASTES ONLY

- Region of Peel Act would have to be amended in all probability.
- Is contrary to recent Provincial Policy which is to encourage multi-geographical areas to provide landfill sites.

..... cont'd

- On the assumption that the Regional waste management strategy proposed in the Stage III Report would be pursued by Mississauga, it would be more expensive for Mississauga to assume this function as opposed to participating on a Regional basis. A specific evaluation of cost to compare the Regional Stage III strategy with a "Mississauga only" strategy can be undertaken if necessary.
- It is reasonable to assume that future landfills will involve leachate collection and treatment and therefore Mississauga would be in sewage treatment business in order to satisfy Regional requirements for discharge of landfill effluent to the sanitary sewer.
- On the basis of the foregoing, it is suggested that Mississauga assuming responsibility of its waste only would not be practical or cost effective. If required, more definitive analysis of operations and cost implications can be undertaken.

III. "LANDFILL"

- The waste management strategy proposed by the Stage III Report will reduce landfill quantities by 54%. The contingency plan is based on all wastes going to the landfill site (assumption on the basis that none of the elements to reduce waste e.g. 4 R's, E.F.W., R.D.F., are implemented). It is not unexpected but is interesting to note that the contingency plan is much less costly than the preferred plan (200 Million less over the life of the plan based on present value).
- Although politically unacceptable at this time it is difficult to argue that a solid waste management authority can have too much designated landfill capacity having regards for economics, technical problems in R.D.F. and E.F.W. operations and the problems involved in establishing landfills regardless of size. History has also indicated that once the landfill site has been selected, approved, and is operating, the problems are minimal (assuming that the site is technically sound and well engineered to begin with).

The contents of this report have been reviewed with R. Edmunds, Commissioner of Planning and Building, and he concurs with same.

I trust this will assist you in your discussions.

ORIGINAL SIGNED BY

William P. Taylor, P. Eng.
Commissioner of Engineering
and Works

AEM:clw
0550E/65E
cc: R. Edmunds
D. Sexsmith
D. A. Lychak



**ONTARIO *Hem*
GOOD ROADS
ASSOCIATION**

5716 COOPERS AVENUE, UNIT 7
MISSISSAUGA, ONTARIO
L4Z 2E8
TELEPHONE 416-890-2248

OPERATIONS/WORKS **APR 15 1987** URGENT REQUEST

TO: Heads and Members of Councils of all
Municipalities in Ontario

FROM: Robert Leggate, OGRA President

DATE: April 7, 1987

RE: MONEY FOR ROADS



The Treasurer of Ontario invited OGRA to make a submission for his consideration in developing the 1987 provincial budget to be presented in the Legislature this spring.

The attached brief is OGRA's reply to the Treasurer. The brief is being forwarded to all MPPs in addition to the OGRA membership.

If we are to succeed in attaining increased funding for roads this year, we need your help, both individually as politicians and collectively as council.

Steps you could take to assist in this effort are:

1. contact your local MPPs, either in writing or by phone, and indicate your support for OGRA's brief and increased road funding.
2. contact the media in your area (press release enclosed) and attempt to heighten public awareness of the issue.
3. pass a resolution of council in support of increased funding for roads and forward it to the Treasurer, the Premier and your local MPPs.
4. forward a copy of the resolution/press coverage to the OGRA office.

Timing is of the essence, since the Throne Speech will be delivered on April 28th. We must therefore act quickly if we are to have any impact on this year's budget.

Please do not hesitate to contact the OGRA office if you wish any further information.

RL/sk

Enc.

MEDIA INFORMATION

OGRA continues to push for increased subsidies for Ontario's decaying municipal roads

Picking up the reins of office, Ontario Good Roads Association's new president, Robert E. Leggate, has restated the urgent need for increased spending on municipal roads. "It is now time for the province to act," Leggate says. The government has the money to significantly and substantially increase its share of contribution to municipalities for roads and to speed Ontario's economic recovery.

Leggate was elected president at the association's annual conference on February 25.

In a brief sent in March to the Honourable Robert F. Nixon, Treasurer of Ontario, Ontario Good Roads Association said that an extra \$75 million a year for five years is the "bare minimum" required to arrest the deterioration of Ontario's paved municipal road system. This additional funding will not provide for one extra kilometre of new road or for adding a new lane to an existing road.

The association made pointed reference to the \$919 million that the Ontario government has reaped in excess of expected revenue. The brief urged the treasurer to "ensure that a portion of this 'windfall' is invested in municipal roads...to salvage and preserve the huge investment in Ontario's municipal roads before they deteriorate to a point where simple rehabilitation is no longer possible."

Every dollar spent on road construction and rehabilitation injects an additional \$1.50 into the economy and creates much needed employment, both locally at the job site and, in the communities, where products used in road projects are manufactured.

Money spent to preserve decaying municipal roads, the brief states, more than meets the government's long-held criteria for additional spending. This spending results in local economic and social benefits, enhances tourism, creates jobs and is cost-effective in the long-term.

OGRA president Leggate will be soon meeting Larry Grossman to brief the opposition leader on the association's position on increased funding for municipal roads. This meeting has been set up for April 14 at Grossman's request.

Ontario Good Roads Association voices the road-related concerns of over 700 Ontario municipalities and represents more municipalities than any other association in Canada. ■

Attached: Copy of brief to the Honourable Robert F. Nixon,
Treasurer and Minister of Economics, the Government of Ontario

For more information contact

Robert E. Leggate
President
Burk's Falls, Ontario
OFFICE: (705) 382-2324
RESIDENCE: (705) 382-2142

Shella Richardson
Executive Director
Mississauga, Ontario
(416) 890-2248

Hernant R. Canaran
Director of Communication
St. Thomas, Ontario
(519) 633-3117

MARCH 1987

BRIEF
TO
THE HONOURABLE ROBERT F. NIXON
TREASURER OF ONTARIO
FROM
THE ONTARIO GOOD ROADS ASSOCIATION
FUNDING FOR MUNICIPAL ROADS IN ONTARIO

INTRODUCTION

The Ontario Good Roads Association was founded 93 years ago, and includes in its membership some 80% of all municipalities in the province. OGRA is proud to represent all Ontario municipalities in the area of roads and transportation.

In briefs and correspondence to you dated October 24, 1986, July 19, 1986, and October 4, 1985 (copies of which are attached), we believe we set out very clearly the magnitude and the consequences of a continuation of government policy to underfund documented municipal road needs.

In our most recent brief to you (October 24, 1986), we pointed out that the increased number of vehicles (cars up 22.9% and trucks up 51.2% since 1975) and the increased size and weight of trucks are taking a terrible toll on most paved municipal roads, leading to early failure and causing crippling congestion in many areas. We also pointed out:

- ° that subsidies over the past 10 years have failed to keep pace with inflation
- ° that municipal road systems are falling behind MTC-established acceptable standards at an accelerating and alarming rate - the road system infrastructure is decaying

.../2

- ° that municipal governments are being forced to spend dollars on road and bridge maintenance in order to hold their road systems together that were originally budgeted for much needed new construction - and without MTC subsidy - "100 cent dollars".
- ° the advantages to the economic and social well-being of the province of dollars spent on roads.

In our October 24, 1986 brief, we suggested a bare minimum of an extra \$75 million per year was essential to preserve Ontario's paved municipal road system. We suggested that, should you not be able to provide for this amount from your current revenues, you impose a "special" 1¢ per litre of gasoline and motor fuel tax and dedicate the proceeds to municipal roads. Had you accepted our suggestion in October 1986, and implemented a 1¢ per litre tax on gasoline, some \$130 million would have been available to assist municipalities address their most pressing and urgent problem - decaying road systems. We still strongly support this means of providing the provincial share of the funding we feel is essential, and which represents such an important investment in Ontario's future.

During our recent Annual Conference, OGRA dealt with several resolutions submitted by municipalities from across Ontario. The majority of these resolutions identified and addressed the pressing need for adequate funding for municipal roads (copies of resolutions attached). We therefore appreciate this opportunity to re-emphasize several matters that we feel are most urgent.

- that municipal governments are being forced to spend dollars on road and bridge maintenance in order to hold their road systems together that were originally budgeted for much needed new construction - and without MTC subsidy - "100 cent dollars".
- the advantages to the economic and social well-being of the province of dollars spent on roads.

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Congestion

Congestion continues to be a very serious problem in most if not all urban areas of the province. The value of time and fuel lost on congested roads is staggering and is unacceptable to tourists, commuters and the trucking industry. In the case of the trucking industry, the waste is being passed on to the consumer in the form of increased tariffs.

The growing trend by manufacturers to just-in-time delivery of parts in an effort to reduce inventory costs makes it essential to eliminate or minimize delays caused by congestion and inadequate roads.

Spin-Off

It is a well-established fact that every dollar spent on highway construction and rehabilitation results in a further expenditure of over \$1.50 in the economy and creates much-needed employment both locally and at the point of manufacture of the products used.

Transportation of Goods and People

Industries are turning increasingly to the trucking sector to handle the transportation of goods as evidenced by the fact that, since 1979, road freight in Ontario has increased by 36% to more than 100 million tonnes. A good road system is essential to commerce, agriculture, tourism and recreation. Roads are the lifeline that connect communities and that enable Ontarians to get to work, to ship and receive their day-to-day essentials, and to receive or deliver our social and healthcare system. One simply cannot imagine how Ontario could survive and prosper without an excellent road system - it is that essential.

Government Spending

We congratulate your government for giving priority to spending that:

- ° has long-term economic and social benefit
- ° enhances tourism
- ° creates new jobs
- ° will be cost effective in the long term.

We contend that money spent to preserve our decaying municipal roads infrastructure satisfies all these objectives. We further contend that continued under-funding will most surely lead to a deterioration of all or most of these most important government objectives.

Summary

Lest there be any misunderstanding on the part of the government and others, the \$75 million we referred to in this and earlier briefs is needed to preserve the existing paved municipal road and street system. It would not provide for one kilometre of new road nor the addition of one new lane to any existing road.

We acknowledge the need for new roads and public transit facilities to solve the transportation problems in the "Greater Toronto Area". We do, however, stress that the thrust of our brief is to solve the problems of the decay of the existing road systems across Ontario. Any new roads and transit facilities, we feel, must be funded separately and in addition to any funding referred to in this brief.

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.../5

In his recent address to our 1987 Annual Conference, your cabinet colleague, the Hon. Ed Fulton, acknowledges that money spent to rehabilitate roads and streets does indeed satisfy your government's spending priorities for the province, and also has great economical and social impact on the local economy where the work is carried out.

We note from your address to our 1987 Annual Conference and in the media that your government is in the enviable position of finding its revenues have exceeded expectations by some \$919 million. It is our hope that you will ensure that a portion of this "windfall" be invested in municipal roads in order to meet your government's stated priorities and to enable our municipalities, in partnership with your government, to salvage and preserve the huge investment in Ontario's municipal roads before they deteriorate to a point where simple rehabilitation is no longer possible.

RESOLUTIONS
SUBMITTED TO 1987 ANNUAL CONFERENCE
OF THE
ONTARIO GOOD ROADS ASSOCIATION
REQUESTING FUNDING FOR MUNICIPAL ROADS AND BRIDGES

87-1 REQUEST FOR INCREASED MUNICIPAL ROAD SUBSIDIES

From: The Town of Flamborough

WHEREAS the maintenance and construction of a good road system is vital to the local, regional and provincial economy;

AND WHEREAS the Town of Flamborough is concerned with the increasing gap between road subsidy and the expenditures required to maintain the existing level of service for roads;

THEREFORE BE IT RESOLVED that the Ontario Good Roads Association request the Ministry of Transportation and Communications to increase the municipal subsidies available to municipalities for road purposes.

87-2 REQUEST FOR SUPPLEMENTARY FUNDING TO RURAL TOWNSHIPS FOR PAVING

From: The Township of Adelaide

THEREFORE BE IT RESOLVED that due to the high costs of gravel and salt or brine for maintenance of rural township roads, the Ministry of Transportation and Communications be petitioned to allocate supplementary funding to rural townships to allow paving, i.e., asphalt, seal coating, tar and chips, on roads where the volume of traffic warrants it.

87-3 REQUEST FOR SUPPLEMENTARY SUBSIDIES FOR PERIODIC GRAVEL CONTRACTS

From: The Township of Himsforth South

THEREFORE BE IT RESOLVED that the Ontario Good Roads Association petition the Ministry of Transportation and Communications to consider providing supplementary subsidies for periodic gravel contracts since the regular road budget will no longer support the large expenditures required.

**87-4 REQUEST FOR 100% SUBSIDY ON ROADS SERVICING
NEIGHBOURING MUNICIPALITIES**

From: The Village of Iron Bridge

THEREFORE BE IT RESOLVED that the Ontario Good Roads Association petition the Provincial Government to pay 100% subsidy on all roads within their jurisdiction that service mainly neighbouring municipalities, especially in northern Ontario where these roads service unorganized townships.

87-9 REQUEST TO INCREASE GRANTS FOR MUNICIPAL ROADS

From: The Village of Plantagenet

THEREFORE BE IT RESOLVED that all villages be allocated grants of 75% instead of 50% on construction and maintenance of municipal roads.

**87-10 REQUEST FOR ADDITIONAL FUNDING FOR EMERGENCY
MEASURES TO PROTECT ROADWAYS FROM HIGH WATER
DAMAGE**

From: The Town of Kincardine

WHEREAS record high water levels of the Great Lakes has caused severe damage due to erosion of the shoreline of the lakes;

AND WHEREAS municipalities have been required to undertake extensive costly emergency measures to protect roadways within their jurisdiction from the effects of erosion;

AND WHEREAS the Province of Ontario has not provided specific funding for municipalities to carry out this type of roadway protection;

THEREFORE BE IT RESOLVED that the Ontario Good Roads Association hereby petitions the Minister of Transportation and Communications and the Premier of the Province of Ontario to provide additional funding to municipalities who must undertake emergency measures to protect the municipal roadways within their jurisdiction from the damage caused by the high water levels of the Great Lakes.

**87-13 REQUEST FOR CONSTRUCTION OF FOUR-LANE HIGHWAY TO
SERVICE GREY AND BRUCE COUNTIES**

From: The Town of Hanover

WHEREAS Grey and Bruce Counties are serviced from the 401 highway system by only the outdated Highways #4, #6, and #10;

AND WHEREAS these counties have of late been informed of the abandonment of the C.N. rail service in that area;

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**87-13 REQUEST FOR CONSTRUCTION OF FOUR-LANE HIGHWAY TO
SERVICE GREY AND BRUCE COUNTIES**

From: The Town of Hanover

WHEREAS Grey and Bruce Counties are serviced from the 401 highway system by only the outdated Highways #4, #6, and #10;

AND WHEREAS these counties have of late been informed of the abandonment of the C.N. rail service in that area;

AND WHEREAS the C.P.R. rail service was lost to that area in 1978;
AND WHEREAS there appears to be no plans for a four-lane highway into Grey and Bruce Counties;
AND WHEREAS a four-lane highway would greatly assist the expansion of industry and tourism in Grey and Bruce Counties;
AND WHEREAS a four-lane system would provide Grey/Bruce residents with much improved access to Toronto International Airport and the southern portion of the province;
AND WHEREAS recent surveys indicate that travel on a four-lane highway is much safer;
AND WHEREAS Ontario Hydro was diligent in obtaining hydro transmission corridors through Grey and Bruce Counties to provide electrical energy to our southern neighbours;
THEREFORE BE IT RESOLVED that the Ontario Good Roads Association petition the Ministry of Transportation and Communications to begin immediately to plan the construction of a four-lane highway to service Grey and Bruce Counties.

87-14 REQUEST TO WIDEN PAVEMENT ON CURVES ALONG NORTHERN HIGHWAY #11

From: The Township of Ewanturel

WHEREAS the Council of the Township of Ewanturel feels that measures should be taken to increase the safety of our highway system in Ontario;
AND WHEREAS dangerous ruts are created directly along the edge of the pavement on curves by the traffic hitting the shoulder and pushing the loasetop away at the pavement edges;
AND WHEREAS all traffic, especially tractor trailers, has increased dramatically on Highway #11 in recent years, thus increasing the creation of ruts at the edge of the pavement on curves;
AND WHEREAS these ruts are hazardous in winter when conditions may hamper a driver's ability to see and he/she may get one wheel caught in a deep rut and be unsuspectingly thrown out of control;
AND WHEREAS these ruts pose a threat in summer conditions to all traffic, especially to tourists who may be pulling a travel trailer;
AND WHEREAS Highway #11 is a vital link between north and south, is vital to northern tourism, and is part of the Trans-Canada Highway network;
AND WHEREAS the present policy of the Ministry of Transportation and Communications is to provide a 0.5 metre partial paved shoulder on Highway #11 as various sections of the Highway are scheduled for resurfacing;
AND WHEREAS the Council of the Township of Ewanturel feels that many dangerous curves along Highway #11 require a 0.5 metre partial paved shoulder immediately and would only create unnecessary danger to wait until future resurfacing is scheduled;
THEREFORE BE IT RESOLVED that the Ontario Good Roads Association request the Ministry of Transportation and Communications to construct a 0.5 metre partial paved shoulder where necessary on curves along Highway #11 in the 1987 year, and not wait for future resurfacing.

87-15 REQUEST TO UPGRADE HIGHWAY #2 FROM GANANOQUE TO LONG BEACH

From: The Township of Front of Yonge

THEREFORE BE IT RESOLVED that the Ontario Good Roads Association petition the Province of Ontario to make the upgrading of Highway #2, from Gananoque to Long Beach, a major priority.

87-18 REQUEST TO INCREASE FUNDING FOR BRIDGE REPLACEMENT

From: The United Counties of Stormont, Dundas and Glengarry

WHEREAS bridge replacement is an ongoing activity (in Stormont, Dundas and Glengarry with 52 bridges, for example, at least one and often two bridges must be replaced annually—assuming a 40-year life span);

AND WHEREAS the 40-year life span is not being realized (in Stormont, Dundas and Glengarry 13 of the 10 costed bridges have been funded for less than 5 years—\$2,151,000 of our \$3,930,00 book value needs—all from those bridges built from 1960 to 1974 (36 of the 52));

AND WHEREAS current funding is based on, at best, a 29-year replacement cycle while most of the new bridge needs are of a rapidly accelerating type of deterioration necessitating the diversion of much-needed road reconstruction funding in order to keep the bridge system safe for the travelling public. (In 1986 in Stormont, Dundas and Glengarry, the Ministry of Transportation and Communications' funding level for bridges was \$155,000, while bridge replacement cost approximately \$1,000,000);

AND WHEREAS the bench mark costs (costs that were reduced from those submitted to the present level by the MTC) are very much less than adequate (the last two bridges constructed by Stormont, Dundas and Glengarry were valued in the needs study at \$360,000 but actually cost approximately \$785,000);

THEREFORE BE IT RESOLVED that the Ontario Good Roads Association lobby the Ontario Provincial Cabinet and the Ministry of Transportation and Communications for an increase in the funding level for bridge replacement to at least 10% of a reasonable bench mark cost, all with appropriate controls but with no reduction to the existing maintenance, reconstruction, resurfacing and other fixed cost spending levels.

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THEREFORE BE IT RESOLVED that the Ontario Good Roads Association lobby the Ontario Provincial Cabinet and the Ministry of Transportation and Communications for an increase in the funding level for bridge replacement to at least 10% of a reasonable bench mark cost, all with appropriate controls but with no reduction to the existing maintenance, reconstruction, resurfacing and other fixed cost spending levels.

CITY OF MISSISSAUGA

MINUTES

MEETING SEVEN EIGHTY-SEVEN

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, APRIL 15, 1987, 9:05 A.M.

PLACE OF MEETING: HEARING ROOM, 2ND FLOOR, CIVIC CENTRE

MEMBERS PRESENT: Councillor H. Kennedy
Councillor D. Culham
Councillor F. McKechnie
Councillor D. Cook
Councillor S. Mahoney (Chairman)
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

MEMBERS ABSENT: NIL

ALSO PRESENT: Councillor M. Prentice

STAFF PRESENT: Mr. D. A. Lychak, City Manager
Mr. A. McDonald, Director, Engineering & Works
Mr. J. Thomas, Traffic Section, Engineering & Works
(part)
Mr. W. Cunningham, Transit (re item 2)
Mr. N. Dodd, Transit (re item 2)
Mr. L. W. Stewart, City Solicitor
Chief G. Bentley, Fire Department (part)
Mr. D. Blyleven, Planning Department (re item 21)
Ms. L. Mailer, Committee Coordinator

OTHERS PRESENT: Mr. F. Bean, Chairman, Region of Peel
(re item 21)

MATTERS CONSIDERED:

1. Report dated March 5, 1987, from the Commissioner of Engineering and Works regarding the following proposed street names for Fuscom Subdivision and Lynn Marsh Construction Subdivision:

April 15, 1987

- (a) Common street names for roads linking both Plans T-86017 and T-86018.

Andiron Mews	Cider Down Way	Country Manor Way
Gladebrook Square		Stonemill Square

- (b) Fuscom Subdivision 21T-86017M

Chicory Square	Meadowlark Drive	Crosswinds Drive
Millrose Crescent	Fuscana Mews	Old Country Lane
High Plains Drive	Springwater Crescent	
Homestead Lane	White Clover Way	Willow Creek Corners

- (c) Lynn Marsh Construction, 21T-86018M

Crosscreek	Goldenrod
Grassland Crescent	Lynn-Marsh Crescent
Prairie Oyster	Stargazer
Trailmaster	Summerbreeze

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of March 4, 1987.

RECOMMENDATION:

That the following names be approved as street names for the Fuscom Subdivision T-86017 and the Lynn Marsh Development T-86018 located west of Mavis Road and south of Eglinton Avenue West:

- (a) Common street names for roads linking both Plans T-86017 and T-86018:

Andiron Mews	Gladebrook Square	Stonemill Square
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- (b) Fuscom Subdivision T-86017

Crosswinds Drive	Springwater Crescent
White Clover Way	Willow Creek (delete "Corners")

- (c) Lynn Marsh Construction T-86018

Crosscreek	Goldenrod	Grassland Crescent
Stargazer	Summerbreeze	
Trailmaster		

Councillor D. Culham, at the Operations & Works Committee meeting on March 23, 1987, requested that this report be referred to this meeting of Committee in order to address concerns with the street names west of Mavis Road in the Fuscom Subdivision (part (b)).

Councillor Culham, at the Operations and Works Committee meeting on April 1, 1987, requested that the report be deferred to the next meeting for further consideration.

Councillor Culham advised that he had spoken to the Developers and his concerns have been addressed.

T-86017

T-86018

F.02.07

Approved

See Recommendation OW-159-87 (D. Culham)

2.

Report dated March 16, 1987, from the Transit General Manager regarding the Transit Building Development Plan Study. The Ministry of Transportation and Communications has approved in principle the study and will share equally in the upset cost of \$20,000.00. The 1987/7 Transit Budget includes an amount of \$10,000 for this project.

A list of seven suitable consultants, provided by the Ministry were invited to submit project proposals in accordance with the terms of reference. Six consultants responded and were interviewed by a Selection Committee of Transit Management and MTC staff.

A copy of the study Terms of Reference is attached and the Consultant's proposal is enclosed separately for Members of Council.

RECOMMENDATION:

- (a) That the firm of R.E. Winter and Associates Ltd. be engaged to carry out the Transit Building Development Plan Study as set out in the Terms of Reference and accepted Study Proposal dated February 13, 1987.
- (b) That the Ministry of Transportation and Communications be requested to fund up to \$10,000.00 or fifty (50) of the Study costs.
- (c) That an agreement be prepared between the City and R.E. Winter and Associates prior to commencement of the Study.

J.05.86100

Approved

See Recommendation OW-160-87 (D. Culham)

3. Report dated March 23, 1987, from the Commissioner of Engineering and Works regarding a meeting attended by the Mayor convened by the Honourable Ed Fulton to meet members of the Transit Advisory Group which has been set-up by the Ministry of Transportation and Communications.

The Transit Advisory Group which was appointed by the Minister consists of a number of individuals with a broad knowledge of transit and the environment of the Toronto area commuter shed.

The objective of this group is to identify the range of institutional alternatives available to government for improving transit services for cross-boundary travel in the Go-Transit service area and make recommendations on how present and future requirements can best be accommodated. Consideration will be given to improved co-ordination and interpretation of functions and services as well as organizational and financial arrangements.

The report summarizes the issues and options and provides the background on the matter.

RECOMMENDATION:

- (a) That the City of Mississauga reconfirm previous endorsement of the suggested co-ordination alternative for Transit institutional arrangement.
- (b) The Ministry of Transportation and Communications assume the role of Co-ordinator.
- (c) That the report dated March 23, 1987 be forwarded to D. Paterson, Coordinator of the Transit Advisory Group.

D.01.03

Approved

See Recommendation OW-161-87 (D. Culham)

(Councillor T. Southorn declared a conflict of interest with respect to Item 4 due to the fact that his residence is located adjacent to the one of the roads proposed for resurfacing.)

4. Report dated April 3, 1987, from the Commissioner of Engineering and Works enclosing a list of recommended roads which constitute the 1987 Asphalt Resurfacing Program and are identified as high priority at a total estimated cost of \$2,922,000.00. The Region of Peel has confirmed that no conflict exists with the proposed program. The Engineering Department will undertake a 'Pavement Management Review' of all road systems within the City and will submit an outline of a five (5) year program of 'Asphalt Resurfacing' for Council's review in early 1988.

RECOMMENDATION:

That the report dated April 2, 1987, from the Commissioner of Engineering and Works outlining the 1987 Asphalt Resurfacing Program be approved.

K.03.01

Approved

See Recommendation OW-162-87 (D. Culham)

5.

Report dated April 6, 1987, from the Commissioner of Engineering and Works regarding the waiving of Condition 2(e) Schedule 'C' of the Engineering Agreement with respect to Lot 11, T-80004, Sherwood Hills Subdivision Phase II, located east of Erin Mills Parkway and south of Dundas Street West. Under this condition, the driveway access for Lot 11 is to be located on Hammond Road as far removed from the intersection with King Forrest Drive as possible.

Because of the configuration of Lot 11, the architect is unable to site the desired dwelling and maintain compliance with the minimum requirements of the Zoning By-Law and the builder has requested the City's permission to locate the access on King Forrest Drive. This is no objection to the proposed location of the driveway from a traffic standpoint.

RECOMMENDATION:

That Condition 2(e) of Schedule 'C' of the Engineering Agreement for Sheridan Hills Subdivision Phase II, T-80004, located east of Erin Mills Parkway and south of Dundas Street West, be waived with respect to Lot 11.

T-80004

Approved

See Recommendation OW-163-87 (D. Culham)

6.

Report dated April 6, 1987, from the Commissioner of Engineering and Works regarding an Amendment to Schedule 'C', Subsection 6 of the Engineering Agreement for Galeway Estates Subdivision, Plan 43M-432, located north of Dundas Street West and east of Winston Churchill Boulevard, reducing the minimum building setback from the east property line of Lot 10 of that plan from 10 metres (32.8 feet) to 6.5 metres (21.33 feet). In accordance with the requirement, no buildings or structures were permitted to be located within 10 metres (32.8 feet) of the easterly lot line of Lots 1, 10 and Block 12, Plan 43M-432. This condition was imposed at the request of Trans-Canada Pipelines who have facilities located within a 9.144 metre (30 feet) gas easement located immediately east of Plan 43M-432.

A proposal has been submitted to construct a commercial building on Lot 10 having a minimum setback of 6.25 metres (20.5 feet) from the easterly lot line. The enclosed letter dated March 24, 1987, from Galeway Estates Limited requests that the building setback restriction for Lot 10 pursuant to the requirements of Schedule 'C', Subsection 6, be deleted to permit construction of the proposed commercial building.

Also enclosed is a copy of a letter dated March 16, 1987, from Trans-Canada Pipelines indicating that they have reviewed the site plan for the proposed commercial building and have no objection to a reduced setback from the easterly limit of Lot 10, subject to the provision that no work be undertaken within the easement and that no building material or fill be stored thereon.

RECOMMENDATION:

- (a) That with respect to Schedule 'C', Subsection 6 of the Engineering Agreement for Galeway Estates Subdivision, Plan 43M-432, located north of Dundas Street West and east of Winston Churchill Boulevard, the developer be advised that the minimum setback for Lot 10 of that plan be reduced from 10 metres (32.8 feet) to 6.25 metres (20.5 feet).
- (b) That as a condition of granting the reduced setback pursuant to (a) above the developer be advised that no works are to be undertaken within the 9.144 metre (30 feet) Trans-Canada Pipeline easement and that no building material or backfill are to be stored thereon.

B.06.432.02

Approved

See Recommendation OW-164-87 (F. McKechnie)

7.

Report dated March 31, 1987, from the Commissioner of Engineering and Works regarding the assumption of the municipal services constructed by Sorrento Developments Limited, Plan 43M-519, located north of Rathburn Road East and east of Dixie Road. As far as the Engineering and Works Department is concerned, the developer of has complied with all the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal services as constructed by Sorrento Developments Limited under the terms of the Servicing Agreement for Plan 43M-519, located north of Rathburn Road East and east of Dixie Road.
- (b) That the Commissioner of Finance and Treasurer be authorized to release the Letter of Credit for Plan 43M-519, currently valued at \$80,010.32.

- (c) That a by-law be enacted establishing the road allowance within Plan 43M-519, as a public highway and part of the municipal system of the City of Mississauga.

B.06.519.02

Approved

See Recommendation OW-165-87 (F. McKechnie)

8.

Report dated March 31, 1987, from the Commissioner of Engineering and Works regarding the assumption of the municipal works for Ontim Subdivision, Plan M-132, located south of Dundas Street West and east of Glengarry Road. As far as the Engineering and Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City assume the municipal works constructed by the developer under the terms of the Engineering Agreement for Ontim Subdivision, Plan M-132, located south of Dundas Street West and east of Glengarry Road.
- (b) That the securities (current value \$25,867.80) for the Engineering Agreement for Plan M-132 be released to the developer, Green Park Residential Developments Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan M-132, as public highway and part of the municipal system of the City of Mississauga.

B.06.132.02

Approved

See Recommendation OW-166-87 (D. Culham)

9.

Report dated March 16, 1987, from the Commissioner of Engineering and Works regarding the assumption of the municipal works for Kenley Subdivision, Plan 43M-424, located north of Derry Road West and west of Winston Churchill Boulevard. The developer, Kenley Developments Limited, has complied with all the requirements of the Engineering Agreement for the installation of municipal services except for various outstanding above ground deficiencies in the amount of \$17,336.98. The developer has provided the City with a cheque in this amount and the City Subdivision Repair Contractor will correct these deficiencies in the 1987 construction season.

Grading, topsoiling and seeding has not been completed on vacant Lots 66 and 67 and Blocks 135 to 139 inclusive. An amount of \$5,000.00 will be held back on the Letter of Credit to ensure that these works are completed by the developer in the 1987 construction season. The Region of Peel has requested that the amount of \$8,750.00 be retained in the Letter of Credit to provide for water service box protection for the lots currently under construction.

The consulting engineer, Skira & Associates Ltd., cannot issue final lot grading certificates for the following lots: 2L, 3R, 8L, 14L, 15R, 16L, 18L, 19R, 20L, 21R, 38, 39, 40, 41, 42, 43, 45, 46, 47, 48, 60R, 61L, 64L, 65R, 70L, 73L, 74R, 75L, 76R, 76L, 77R, 85, 86, 90, 91, 92, 94, 95, 96, 97, 98, 99, 113R, 128L. This situation resulted from homeowners altering the grading or not wanting the grading changed and subsequently executing a waiver and/or homeowners refusing to sign a waiver and would not permit the developers forces to undertake the grading corrections.

Settlements have occurred on Lots 14L, 15R, 78, 99, 113R and 125R and homeowners are requesting that these problems be corrected. These are not on lots altered by the homeowners and therefore and amount of \$9,000.00 will be held back on the Letter of Credit to ensure that these remedial works are completed by the developer in the Spring of 1987 as soon as sod is available.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer, Kenley Developments Limited under the terms of the Engineering Agreement for the Kenley Subdivision, Plan 43M-424, located north of Derry Road West and west of Winston Churchill Boulevard.
- (b) That the Commissioner of Finance and Treasurer be authorized to reduce the Letter of Credit (current value \$135,223.62) to \$22,750.00 and that on completion of the outstanding works, as detailed in the Engineering and Works Department report dated March 16, 1987, by Kenley Developments Limited, the Commissioner of Finance and Treasurer be authorized to release the remaining amount.
- (c) That a by-law be enacted establishing the road allowances within Plan 43M-424 as public highway and part of the municipal system of the City of Mississauga.

B.06.424.02

Approved

See Recommendation OW-167-87 (D. Culham)

10.

Report dated April 1, 1987, from the Commissioner of Engineering and Works regarding the temporary road closures - Haig Boulevard, Ogden Avenue, Alexandra Avenue and Revus Road at C.N. Railway Crossings. C.N. Rail has commenced a program of Track Tie and Ballast Rehabilitation on all main railway lines. The program includes the installation of 46,000 hardwood track ties and an on-track undercutter will rehabilitate the ballast section to a depth of nine (9) inches below the track ties.

In order to accommodate these works, C.N. has advised that the crossings will need to be closed to traffic for three (3) separate days per crossing during April and May, for a single day each time.

April 15, 1987

Due to the magnitude and complexity of the operation, it is difficult to pinpoint the exact day for each road closure since the work has commenced at mileage 3.1 and is commencing in a westerly direction at approximately one half (1/2) mile per day.

C.N. has advised that they will arrange for all road closed signs and barricades, off-duty Police Officers where necessary, and will advise all agencies and emergency services. The City will manufacture and erect all advance notification signing.

RECOMMENDATION:

That C.N. Rail be granted permission to close Haig Boulevard, Ogden Avenue, Alexandra Avenue and Revus Road at the C.N. Rail crossings for three (3) days each at a single day at a time, between the hours of 7:00 a.m. and 6:00 p.m. during April and May 1987 for the purpose of Track Tie and Ballast Rehabilitation and that a by-law be passed authorizing the temporary closures.

F.02.04.03

Approved

See Recommendation OW-168-87 (D. Culham)

11. Report dated March 24, 1987, from the Commissioner of Engineering and Works regarding the parking and stopping prohibitions near Philip Pocock and St. Vincent De Paul Separate Schools - Willowbank Trail. The Engineering Department has been contacted by Mr. Phillips requesting that "No Stopping" signs be installed in the above noted area.

The area was observed by Engineering personnel during school hours of operation and a high number of on-street parking was observed on both sides of Willowbank Trail from Rathburn Road to Delisle Gate, and on all intersecting streets. This on-street parking has been identified as being generated by students who drive to school and park their vehicles restricting two-way traffic. These vehicles also reduce sight lines at intersections causing a very dangerous and undesirable situation.

On January 15, 1987 the Engineering Department informed area residents and school principals, by way of an information letter, of the proposal to help reduce the potential for vehicle conflict. These recommendations were accepted by the school principals, area residents and the Ward 3 Councillor, M. Prentice.

By prohibiting stopping on the west side of Willowbank Trail, two-way uncongested traffic will be maintained and sight lines from side streets will be greatly improved. Since it appears these vehicles will be continuously parked in this area, as on-site parking is limited at this time, these measures are reasonable and necessary. These parking/stopping prohibitions will hinder the local residents as each residence has at least 300% on site parking available and, the prohibitions are limited to the daytime hours only. Students will still have adequate on-street parking available on the east side of Willowbank Trail.

RECOMMENDATION:

- (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish "No Stopping" prohibitions:
 - (a) on Willowbank Trail from Rathburn Road to Forest Fire Lane, west side;
 - (b) on Sunset Valley Court from Willowbank Trail through the first curve, both sides.
- (b) That 15 metre (50 ft.) "No Parking Anytime" corner parking restrictions be installed at the intersections of Willowbank Trail and:
 - (a) Rathburn Road
 - (b) Delisle Gate
 - (c) Forest Fire Lane
 - (d) Forest Fire Crescent
 - (e) Sunset Valley Court
- (c) That 3 metre (10 ft.) parking restrictions be installed on both sides of each driveway to the schools on Willowbank Trail.

F.06.04.02

Approved

See Recommendation OW-169-87 (F. McKechnie)

12.

Report dated March 24, 1987, from the Commissioner of Engineering and Works regarding stopping prohibitions near St. Basil's Separate School, Golden Orchard Drive. Mrs. Webster has contacted the Engineering Department requesting that a stopping prohibition sign be erected on Golden Orchard Drive at St. Basil's Separate School to help relieve vehicle and pedestrian congestion.

Engineering personnel have reviewed this area during school entrance and dismissal periods and have observed vehicles parking on both sides of Golden Orchard Drive and on side streets restricting two-way traffic and obstructing intersection sight lines.

April 15, 1987

On January 15, 1987 the Engineering Department informed area residents and school principal, by way of an information letter of the proposal to help reduce the potential for vehicle/pedestrian conflict. These recommendations were accepted by the area residents, school principal and the Ward 3 Councillor, M. Prentice.

By prohibiting stopping on the west side of Golden Orchard Drive, parents will be able to park in front of the school to pick-up students without having to cross the street. Also, two-way traffic will be maintained, and pedestrians will be able to cross the street from the driveways with a clear view of oncoming traffic. Corner parking restrictions will improve sight lines at these intersections and a reduced speed zone with appropriate school signing will attract motorists attention to the presence of the school. The purpose of the 3 metre (10 ft.) driveway restriction is to prevent vehicles from crowding the driveway and limiting access to the large buses which frequent the school parking lot.

These parking/stopping restrictions will not hamper the local residents as they have generally 400% on-site parking available and the prohibition is limited to the daytime hours only.

RECOMMENDATION:

- (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish a "No Stopping" prohibition:
 - (a) on Golden Orchard Drive from Rathburn Road to Greybrook Crescent (north intersection), west side;
 - (b) on Greybrook Crescent from Golden Orchard Drive (south intersection) through the first curve, both sides.
- (b) That a by-law be passed authorizing a 40 km/h reduced speed zone on Golden Orchard Drive from Rathburn Road to Greybrook Crescent (north intersection).
- (c) That 15 metre (50 ft.) "No Parking Anytime" corner prohibitions be installed at the intersections of Golden Orchard Drive and:
 - (a) Greybrook Crescent (north and south);
 - (b) Carlo Court;
 - (c) Larney Court.
- (d) That 3 metre (10 ft.) parking restrictions be installed on both sides of each driveway to St. Basil's Separate School on Golden Orchard Drive.

F.06.04.02

F.06.04.10

Approved

See Recommendation OW-170-87 (F. McKechnie)

13. Report dated March 24, 1987, from the Commissioner of Engineering and Works in response to complaints from businesses on Tranmere Drive north of Drew Road concerning congestion caused by on-street parking. Investigation has determined that the firm "Canadian Advanced" are parking tractor-trailer units on both sides of Tranmere Drive around the curve north of Drew Road restricting two-way traffic. This is a very dangerous practice as sight lines around the corner and from private driveways are severely restricted. To correct this situation, the Engineering Department recommends prohibiting parking on both sides of Tranmere Drive from Drew Road to the west limit of the Road.

DREW ROAD:

Also, our observations have indicated that many tractor-trailers are parking on the north side of Drew Road between Tranmere Drive and Bramalea Road.

These vehicles park here when frequenting a local donut shop and impede westbound motorists and restrict sight lines from driveways.

To rectify this situation, the Engineering Department recommends prohibiting stopping on the north side of Drew Road from Tranmere Drive to Bramalea Road.

RECOMMENDATION:

- (a) That a by-law be passed to establish a parking prohibition on both sides of Tranmere Drive from Drew Road to the west limit of the road.
- (b) That a by-law be passed to establish "No Stopping" on the north side of Drew Road between Bramalea Road and Tranmere Drive.

F.06.04.02

Approved

See Recommendation OW-171-87 (F. McKechnie)

14. Report dated April 3, 1987, from the Commissioner of Engineering and Works regarding an agreement with the consulting engineers, Proctor and Redfern Group for the Sawmill Creek Channel Improvements (West Branch) project which is shared between the City and Erin Mills Development.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement between the The Corporation of the City of Mississauga and the Proctor and Redfern Group for the provision of engineering services during the design and construction phases of the Sawmill Creek Channel Improvements (West Branch) and Sanitary Sewer Extension, contract Number 17 111 85187.

J.05.86034

Approved

See Recommendation OW-172-87 (D. Culham)

15. Report dated March 25, 1987, from the Commissioner of Engineering and Works regarding an agreement with the engineering consultants, Cumming-Cockburn and Associates Ltd., to carry out a flood and erosion control study of the Little Etobicoke Creek in accordance with their proposal dated January 22, 1987.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement between The Corporation of the City of Mississauga and Cumming-Cockburn and Associates Ltd., to carry out a flood and erosion control study of the Little Etobicoke Creek in accordance with their proposal dated January 22, 1987, at an upset limit of \$49,500.00.

J.05.86035.01

Approved

See Recommendation OW-173-87 (F. McKechnie)

16. Report dated April 2, 1987, from the Commissioner of Engineering and Works and City Solicitor regarding By-law 305-86, a by-law to declare Part II of the Provincial Offences Act applicable to all parking infractions under the Traffic By-law, the Fire Route By-law and the Handicapped Parking By-law.

At the time the by-law was passed the legislature had not determined the date of proclamation of Part II of this Act and therefore By-law 305-86 was deemed to come into force and effect on the date of proclamation.

The Province has advised that this is not sufficient and it is necessary to set out the exact date of the proclamation. Part II will be proclaimed on September 1, 1987, and a new by-law has been prepared.

RECOMMENDATION:

That a by-law be enacted to declare Part II of the Provincial Offences Act applicable to parking infractions under certain municipal by-laws effective September 1, 1987.

F.06.01.02

F.06.04.02

Approved

See Recommendation OW-174-87 (D. Culham)

17.

Report dated March 27, 1987, from the Commissioner of Engineering and Works regarding an agreement to authorize the crossing of a one foot reserve near 3333 Winston Churchill Boulevard required because there was a one foot reserve on Winston Churchill Blvd. and a one foot reserve at the rear of the parcel which abuts Delfi Road. There is a single family dwelling on the property which has existed since 1943. From an engineering standpoint it is intended that the parcel be accessed from Delfi Road. To assist but carry out the engineering intentions it is proposed that an agreement be entered into to allow the crossing and that if the owner or his successor alter the house or demolish the house the access from Winston Churchill Blvd. will be terminated but the City will agree to lift the one foot reserve on Delfi Road to provide access.

RECOMMENDATION:

That a by-law be enacted to authorize execution of an Agreement dated March 9, 1987, between The Corporation of the City of Mississauga and Andy Kovac authorizing the crossing of a one foot reserve near 3333 Winston Churchill Boulevard.

E.02.02.02.28

Approved

See Recommendation OW-175-87 (T. Southorn)

18.

Report dated March 25, 1987, from the Fire Chief in response to the inquest into the death of Dennis Huntley who died on October 6, 1986 as a result of an industrial accident at Provost Cartage Inc. 1900 Shawson Drive, Mississauga. Mr. Huntley was involved in a flash fire which occurred when he apparently was using a highly volatile solvent to clean a tanker vehicle and received burns to approximately 50% of his body. The jury recommendations can be roughly divided into three areas:

1. More government inspections, audits and enforcement;
2. Legislation to cover storage and use of flammable liquids in commerce and industry;
3. Company responsibilities for their employees relating to Health and Safety.

The onus of responsibility for safe procedures and the welfare of employees must rest mainly with the employer and not with any government body. The answer to employee safety should not necessarily be addressed by adding more and more inspectors to every jurisdiction. Adequate help from government should be available to employers to assist in formulating safety policies.

The passage of legislation regarding the safe storage and use of flammable liquids as proposed to form Part 4 of the Fire Code will assist employers in producing policies and procedures to be followed by employees. Legislation needs to be written in plain english in order to have the intent clear without legal interpretation.

While regular fire safety inspection of industrial and commercial premises in Mississauga is recognized as being necessary, the frequency of inspections indicated by the recommendations could be taken as being a monitoring process for work practices. With the numbers of businesses and facilities in this City and the present demanding activity in new construction, this would be impossible with our present staff. Only in cities where growth is limited are there programs that provide inspections on a one to two year cycle.

RECOMMENDATION:

- (a) That the Mississauga Fire Department continue to provide consultation to industry, when requested, to assist in developing programs relating to practices and procedures for fire safety where flammable or dangerous materials are involved.
- (b) That inspections be made to any premise where an industry requests confirmation of their compliance with applicable codes.

A.02.03.17.02

Approved

See Recommendation OW-176-87 (D. Culham)

19.

Report dated April 1, 1987, from the City Clerk regarding the conveyance of proposed 10 m (33 ft) widening on Barbertown Road to the Pentecostal Assemblies of Canada.

The widening was originally conveyed gratuitously to the City as a condition of land severance in April 1985 by The Erin Mills Development Corporation.

It has been determined by the Engineering Department that Barbertown Road is of sufficient width at 20m (66 ft) and that no further widenings are necessary. In keeping with City policy, as the intended widening is no longer required for municipal purposes that it be reconveyed gratuitously to the adjoining owner of record being The Pentecostal Assemblies of Canada.

April 15, 1987

RECOMMENDATION:

That a by-law be enacted authorizing the conveyance of a Deed of Land from the City of Mississauga to The Pentecostal Assemblies of Canada for part of Lot 1, Concession 4-WHS further described as Part 2 on Plan 43R-12277 (Barbertown Road).

E.02.02.26

Approved

See Recommendation OW-177-87 (T. Southorn)

20.

Report dated April 7, 1987, from the City Clerk regarding plan of subdivisions T-84039, being processed by Kenfask Development Limited within the municipal boundaries of Brampton and Mississauga.

In order to undertake the servicing of the proposed subdivision a 5m (16 ft) permanent sanitary sewer easement is to be provided by the City to the Regional Municipality within Brandongate Park, also to be provided are two temporary working easements each having a width of 12.50 m (41 ft) to be effective during the period of construction.

All the technical details and concerns have been resolved to the satisfaction of the City's Recreation and Parks Department and the City is now in a position to grant the permanent and temporary easements to the Region of Peel.

RECOMMENDATION:

That a by-law be enacted authorizing execution of a permanent Transfer of Easement for a sanitary sewer from the City of Mississauga in favor of The Regional Municipality of Peel located within Brandongate Park being part of Block A in Registered Plan M-7 further described as Part 1 and a temporary working easement described as Parts 2 & 3 on draft Reference Plan WO 85-255-3-IR prepared by Bennett - Norgrove Limited.

E.02.04.01

Approved

See Recommendation OW-178-87 (F. McKechnie)

21.

Report dated April 15, 1987, from the City Manager regarding the various aspects of proposals for management of solid waste in the Region of Peel and to assist Council in future deliberation of these matters at Regional Council.

BACKGROUND

On December 17, 1986, City Council considered a Planning Department report concerning the September 1986 report by the Region of Peel CAO titled "Implementing Locational Equity in Sanitary Landfill". The Planning Department report (attached as Appendix "A") also provides a synopsis of the Waste Management Master Plan Update - Preliminary Stage 3 Report, which was presented to Regional Council on January 23, 1987 and incorporates the strategy proposed by the Regional CAO to achieve locational equity for the landfill component of solid waste management. The Planning Department report concluded that the strategy proposed by the Regional CAO is a legitimate, rational solution to achieve, in the near future, equity between Brampton and Mississauga for the landfill component of waste management. Notwithstanding, the report suggested that a Regional waste management program which considers the establishment of locational equity for a particular element of a comprehensive waste management strategy, compromises the benefits of and rationale for the Regional waste management perspective; the total spectrum of waste management, including recycling and reduction programs, should either be based solely on an objective, rational assessment of environmental, land use, and economic resources, opportunities, and constraints on a Regional basis, or be defined as entirely the responsibility of local municipalities.

The report was referred back to staff without a recommendation and with a request for additional information regarding the financial, administrative, and legal implications of Mississauga assuming total responsibility for disposal of Mississauga wastes only.

In a memorandum dated March 9, 1987 (Appendix "B") the Commissioner of Engineering and Works advised City Council of the results of a review of the following issues by an independent consultant retained by the City:

- locational equity in landfill;
- Mississauga assuming responsibility for management of City waste;
- landfill requirements.

A major observation by the consultant was that Mississauga's assuming responsibility for management of its wastes would not be practical or cost effective. A definitive analysis of capital and operating costs associated with specific waste management scenarios, including the "Mississauga only" option, would indicate the relative merit of each scenario in terms of cost over the 40-year time frame of the Master Plan. Such calculations would require the definition of specific waste management scenarios, including assumptions with respect to the location of landfill site(s) during the 40-year planning period, the capacity of any waste reduction facilities (i.e. EFW and RDF), the locations of waste reduction facilities, and the proportion of reduction. The calculations would also require the services of a competent consultant and access to the computer files and data bank of the Region's consultant. Obviously, such undertaking requires specific direction by City Council.

April 15, 1987

COMMENTS

Despite the lack of definitive data regarding the economic implications to Mississauga of the waste management strategy proposed by the Region of Peel, it is appropriate to comment on the three principal issues which will be debated by Regional Council on April 16, 1987:

- locational equity in landfill;
- Solid Waste Management Master Plan - Stage 3 Report
- selection of Site VI for landfill.

(i) Locational Equity

In the absence of data regarding the economic implications of Mississauga's assuming total responsibility for City wastes, this option should not be pursued at this time.

The CAO proposal for establishing locational equity for the landfill component of waste management is a short-term solution to a long-term problem.

In reality, Mississauga could be fully developed by 2011; the probability of securing landfill capacity in Mississauga after the year 2000 is remote.

At this time, there are few areas in Mississauga which can be considered for landfill operations.

The proposed "locational equity" strategy compromises the Regional perspective on waste management and perpetuates parochial attitudes at the municipal level.

It appears that facilities for reduction of Regional wastes (i.e. EFW and RDF) will be located in Mississauga (e.g. Petro-Sun/Domtar and St. Lawrence Cement); the social and environmental implications of these facilities should be considered in any strategy designed to establish inter-municipal equity with respect to the landfill component of waste management.

The concept of "locational equity", if endorsed, should not apply just to landfill but should be extended to all components of a comprehensive waste management system, including EFW and RDF. In this manner, a reasonable degree of locational equity for all waste management facilities could be negotiated (e.g. Mississauga accepts the waste reduction facilities and Brampton assumes long-term responsibility for landfill).

If solid waste management in the Region were to remain a "total landfill" solution, the proposed "locational equity" strategy for waste management system and would, therefore, be equitable and possibly practicable, although quite impractical and contrary to the purpose and intent of Regional government. However, the waste management strategy prescribed in the Master Plan - Stage 3 Report is much more sophisticated than a "total landfill" solution and proposes that recycling and reduction processes be at least equal to landfill in terms of effecting disposal of solid waste. In a multi-component, integrated waste management system, a "locational equity" strategy restricted to the landfill component may be difficult to implement. For example, the proposed Petro-Sun EFW facility will probably process wastes originating from both Brampton and Mississauga. The ash and residue from incineration (approximately 15% by weight of unprocessed waste) will require disposal in landfill. Will ash from incineration of Brampton refuse be extracted for disposal at the Regional landfill site in Brampton, while the Mississauga residues are segregated for local disposal?

(ii) Solid Waste Management Master Plan Update - Stage 3 Report

From a technical standpoint, the Stage 3 Report is acceptable; however, two fundamental assumptions of the Master Plan require further consideration:

- "locational equity";
- the ability of the Region to achieve 54% reduction of waste requiring disposal in landfill.

The latter assumes not only that substantial reduction during the 40-year planning period will be achieved by means of recycling and recovery, but also that EFW and RDF facilities will be approved and constructed, and will operate successfully at planned capacity.

(iii) Landfill Site Selection Reports

The set of sixteen reports document the various investigations directed to the identification of a preferred landfill site in Brampton, based on a comparative evaluation of three candidate areas. Most of the background documents have been previously reviewed by City staff in conjunction with participation on the Solid Waste Management Task Force.

The selection of Site VI as the preferred site for landfill is supported by City staff within the context of the comparative assessment of candidate areas I, II, and VI:

- the site is in Brampton, not near the Mississauga boundary;
- on balance, in terms of various environmental, social, and economic considerations, Site VI represents the most suitable area of those subject to comparative evaluation.

A weakness of the site selection process, documented in the sixteen-volume report, may be the arbitrary deletion in 1984 by Regional Council of five candidate areas in Brampton ("A" to "E"). As a result, it is difficult to speculate how site VI compares with site "B" which was identified as the preferred site in 1983 based on a comparative evaluation of areas "A" to "E".

The cost to Mississauga of transporting refuse to site VI in Brampton will be considerably greater than that currently experienced for transport to Britannia. Bearing in mind that the Britannia site is near the Mississauga centroid of waste generation, it is probably the optimum location in terms of haul costs. For comparison, estimates of additional haul cost, based on distance from the Mississauga centroid, are presented on Table 1.

Obviously, in terms of haul cost, Site VI is not particularly attractive to Mississauga. However, as is indicated on page 12 of Appendix 'A', whereas the "haul" component of a "total landfill" waste management system represents approximately two-thirds of the total system cost, haul cost is reduced to approximately 22% of the total cost of a system incorporating waste reduction facilities.

Table 7.2 of the Stage 3 Report indicates that Regional landfill capacity required to the end of the 40-year planning period is as follows. *

Pre "Locational Equity" proposal:

- no reduction, 1220 acres;
- 60% reduction, 549 acres.

"Locational Equity" proposal:

- no reduction, 1286 acres;
- 60% reduction, 690 acres.**

* Note: If optimum reduction of waste is not achieved over the 40-year period, the actual landfill capacity requirement could be somewhere between these estimates of acreage.

** Brampton355 acres
Mississauga	..242 acres
Caledon 93 acres
Total	690 acres

April 15, 1987

Report No. 1 of the sixteen-volume documentation of the Brampton landfill site investigations, indicates that the recommended site could be developed to establish a 530-acre landfill facility. This means that if the locational equity proposal is not implemented, the site could serve the Region during the entire 40-year planning period (i.e. to the end of 2026). If locational equity is implemented, Mississauga will be obliged to quit the Regional site in Brampton after a ten-year period of use (i.e. 1999-2008). Subsequently, Mississauga will face the prospect of opening a new site within the City (or, if a landfill site cannot be established, exporting refuse for disposal outside the Region), while Brampton will enjoy exclusive use of a large Regional facility "well into the 21st Century" (page 7, Report No. 1). A rough calculation indicates that Brampton could have use of the 530-acre facility for 35 years beyond the 40-year planning period; that is, to the year 2061. The equity of Mississauga contributing 70% of the cost to acquire and establish the new Regional landfill site while enjoying only ten years of use of its possible 70-year life span, should be considered.

Mr. Blyleven reviewed the details of the report and responded to questions from the Committee.

Committee Members discussed this report in detail and the options available. The major points are the decision regarding the location of a site in Brampton; how long Mississauga would be able to use this site; alternatives to landfill such as energy from waste proposals and recycling; hauling costs and road construction; and finally what is the procedure once a site has been established in Brampton and whether Mississauga Staff should be directed to immediately establish a site once Brampton's site is no longer available.

The Regional Chairman, Mr. Frank Bean, addressed the Committee and responded to questions. Mr. Bean advised that the issue is scheduled to be dealt with on April 16; however, he will be requesting that the matter be deferred to May.

Staff were requested to prepare a report for Council's consideration on April 27 with respect to what direction, if any, has been given to City Staff to designate a site in Mississauga once a site is selected in Brampton.

Councillor Culham recommended that the City Manager's report dated April 15, 1987, be received for information. This motion was voted on and carried.

F.08.07.01

Received

See Recommendation AF-179-87 (D. Culham)

April 15, 1987

The following additional item was considered by the Committee.

22. Letter dated April 7, 1987, from the President of the Ontario Good Roads Association (OGRA) regarding increased funding for roads. Mr. Leggate advises that the Association had been invited to make a submission to the Treasurer of Ontario for consideration in developing the 1987 Provincial budget to be presented to the Legislature in the Spring.

OGRA is requesting the Province to provide increased funding for roads and that the City support this position.

Councillor Culham recommended that OGRA's position and request to the Province be endorsed. This motion was voted on and carried.

H.05.04.07

Approved

See Recommendation AF-180-87 (D. Culham)

Recommendations:

As per Report 7-87

Adjournment:

10:40 a.m.

OPERATIONS AND WORKS COMMITTEE

APRIL 15, 1987

REPORT 7-87

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its seventh report and recommends:

OW-159-87 That the following names be approved as street names for the Fuscom Subdivision T-86017 and the Lynn Marsh Development T-86018 located west of Mavis Road and south of Eglinton Avenue West:

- (a) Common street names for roads linking both Plans T-86017 and T-86018:

Andiron Mews Gladebrook Square Stonemill Square

- (b) Fuscom Subdivision T-86017

Crosswinds Drive Springwater Crescent
White Clover Way Willow Creek (delete "Corners")

- (c) Lynn Marsh Construction T-86018

Crosscreek Goldenrod Grassland Crescent
Stargazer Summerbreeze
Trailmaster

T-86017
T-86018
F.02.07
(OW-159-87)

OW-160-87 (a) That the firm of R.E. Winter and Associates Ltd. be engaged to carry out the Transit Building Development Plan Study as set out in the Terms of Reference and accepted Study Proposal dated February 13, 1987.

- (b) That the Ministry of Transportation and Communications be requested to fund up to \$10,000.00 or fifty per-cent (50%) of the Study costs.

- (c) That an agreement be prepared between the City and R.E. Winter and Associates prior to commencement of the Study.

J.05.86100
(OW-160-87)

- OW-161-87 (a) That the City of Mississauga reconfirm previous endorsement of the suggested coordination alternative for Transit institutional arrangement.
- (b) The Ministry of Transportation and Communications assume the role of Coordinator.
- (c) That the report dated March 23, 1987 be forwarded to D. Paterson, Coordinator of the Transit Advisory Group.

D.01.03
(OW-161-87)

- OW-162-87 That the report dated April 2, 1987, from the Commissioner of Engineering and Works outlining the 1987 Asphalt Resurfacing Program be approved.

K.03.01
(OW-162-87)

- OW-163-87 That Condition 2(e) of Schedule 'C' of the Engineering Agreement for Sheridan Hills Subdivision Phase II, T-80004, located east of Erin Mills Parkway and south of Dundas Street West, be waived with respect to Lot 11.

T-80004
(OW-163-87)

- OW-164-87 (a) That with respect to Schedule 'C', Subsection 6 of the Engineering Agreement for Galeway Estates Subdivision, Plan 43M-432, located north of Dundas Street West and east of Winston Churchill Boulevard, the developer be advised that the minimum setback for Lot 10 of that plan be reduced from 10 metres (32.8 feet) to 6.25 metres (20.5 feet).
- (b) That as a condition of granting the reduced setback pursuant to (a) above the developer be advised that no works are to be undertaken within the 9.144 metre (30 feet) Trans-Canada Pipeline easement and that no building material or backfill are to be stored thereon.

B.06.432.02
(OW-164-87)

- OW-165-87 (a) That the City of Mississauga assume the municipal services as constructed by Sorrento Developments Limited under the terms of the Servicing Agreement for Plan 43M-519, located north of Rathburn Road East and east of Dixie Road.
- (b) That the Commissioner of Finance and Treasurer be authorized to release the Letter of Credit for Plan 43M-519, currently valued at \$80,010.32.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-519, as a public highway and part of the municipal system of the City of Mississauga.

B.06.519.02
(OW-165-87)

- OW-166-87 (a) That the City assume the municipal works constructed by the developer under the terms of the Engineering Agreement for Ontim Subdivision, Plan M-132, located south of Dundas Street West and east of Glengarry Road.
- (b) That the securities (current value \$25,867.80) for the Engineering Agreement for Plan M-132 be released to the developer, Green Park Residential Developments Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan M-132, as public highway and part of the municipal system of the City of Mississauga.

B.06.132.02
(OW-166-87)

- OW-167-87 (a) That the City of Mississauga assume the municipal works as constructed by the developer, Kenley Developments Limited under the terms of the Engineering Agreement for the Kenley Subdivision, Plan 43M-424, located north of Derry Road West and west of Winston Churchill Boulevard.
- (b) That the Commissioner of Finance and Treasurer be authorized to reduce the Letter of Credit (current value \$135,223.62) to \$22,750.00 and that on completion of the outstanding works, as detailed in the Engineering and Works Department report dated March 16, 1987, by Kenley Developments Limited, the Commissioner of Finance and Treasurer be authorized to release the remaining amount.
- (c) That a by-law be enacted establishing the road allowances within Plan 43M-424 as public highway and part of the municipal system of the City of Mississauga.

B.06.424.02
(OW-167-87)

OW-168-87 That C.N. Rail be granted permission to close Haig Boulevard, Ogden Avenue, Alexandra Avenue and Revus Road at the C.N. Rail crossings for three (3) days each at a single day at a time, between the hours of 7:00 a.m. and 6:00 p.m. during April and May 1987 for the purpose of Track Tie and Ballast Rehabilitation and that a by-law be passed authorizing the temporary closures.

F.02.04.03
(OW-168-87)

OW-169-87 (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish "No Stopping" prohibitions:

- (a) on Willowbank Trail from Rathburn Road to Forest Fire Lane, west side;
- (b) on Sunset Valley Court from Willowbank Trail through the first curve, both sides.

(b) That 15 metre (50 ft.) "No Parking Anytime" corner parking restrictions be installed at the intersections of Willowbank Trail and:

- (a) Rathburn Road
- (b) Delisle Gate
- (c) Forest Fire Lane
- (d) Forest Fire Crescent
- (e) Sunset Valley Court

(c) That 3 metre (10 ft.) parking restrictions be installed on both sides of each driveway to the schools on Willowbank Trail.

F.06.04.02
(OW-169-87)

OW-170-87 (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to establish a "No Stopping" prohibition:

- (a) on Golden Orchard Drive from Rathburn Road to Greybrook Crescent (north intersection), west side;
- (b) on Greybrook Crescent from Golden Orchard Drive (south intersection) through the first curve, both sides.

(b) That a by-law be passed authorizing a 40 km/h reduced speed zone on Golden Orchard Drive from Rathburn Road to Greybrook Crescent (north intersection).

(c) That 15 metre (50 ft.) "No Parking Anytime" corner prohibitions be installed at the intersections of Golden Orchard Drive and:

- (a) Greybrook Crescent (north and south);
- (b) Carlo Court;
- (c) Larney Court.

- (d) That 3 metre (10 ft.) parking restrictions be installed on both sides of each driveway to St. Basil's Separate School on Golden Orchard Drive.

F.06.04.02
F.06.04.10
(OW-170-87)

- OW-171-87 (a) That a by-law be passed to establish a parking prohibition on both sides of Trammere Drive from Drew Road to the west limit of the road.

- (b) That a by-law be passed to establish "No Stopping" on the north side of Drew Road between Bramalea Road and Trammere Drive.

F.06.04.02
(OW-171-87)

- OW-172-87 That a by-law be enacted to authorize execution of the Agreement between The Corporation of the City of Mississauga and the Proctor and Redfern Group for the provision of engineering services during the design and construction phases of the Sawmill Creek Channel Improvements (West Branch) and Sanitary Sewer Extension, contract Number 17 111 85187.

J.05.86034
(OW-172-87)

- OW-173-87 That a by-law be enacted to authorize execution of the Agreement between The Corporation of the City of Mississauga and Cumming-Cockburn and Associates Ltd., to carry out a flood and erosion control study of the Little Etobicoke Creek in accordance with their proposal dated January 22, 1987, at an upset limit of \$49,500.00.

J.05.86035.01
(OW-173-87)

- OW-174-87 That a by-law be enacted to declare Part II of the Provincial Offences Act applicable to parking infractions under certain municipal by-laws effective September 1, 1987.

F.06.01.02
F.06.04.02
(OW-174-87)

- OW-175-87 That a by-law be enacted to authorize execution of an Agreement dated March 9, 1987, between The Corporation of the City of Mississauga and Andy Kovac authorizing the crossing of a one foot reserve near 3333 Winston Churchill Boulevard and providing that if the owner or his successor alter the house or demolish the house the access to Winston Churchill Boulevard will be terminated but the City will agree to lift the one foot reserve on Delfi Road to provide access.

E.02.02.02.28
(OW-175-87)

- OW-176-87 (a) That the Mississauga Fire Department continue to provide consultation to industry, when requested, to assist in developing programs relating to practices and procedures for fire safety where flammable or dangerous materials are involved.
- (b) That inspections be made to any premise where an industry requests confirmation of their compliance with applicable codes.

A.02.03.17.02
(OW-176-87)

- OW-177-87 That a by-law be enacted authorizing the conveyance of a Deed of Land from the City of Mississauga to The Pentecostal Assemblies of Canada for part of Lot 1, Concession 4-WHS further described as Part 2 on Plan 43R-12277 (Barbertown Road).

E.02.02.26
(OW-177-87)

- OW-178-87 That a by-law be enacted authorizing execution of a permanent Transfer of Easement for a sanitary sewer from the City of Mississauga in favor of The Regional Municipality of Peel located within Brandongate Park being part of Block A in Registered Plan M-7 further described as Part 1 and a temporary working easement described as Parts 2 & 3 on draft Reference Plan WO 85-255-3-IR prepared by Bennett - Norgrove Limited.

E.02.04.01
(OW-178-87)

- OW-179-87 That the report dated April 15, 1987, from the City Manager with respect to the various aspects of proposals for the management of solid waste in the Region of Peel be received for information (Operations and Works Committee meeting of April 15, 1987).

F.08.07.01
(OW-179-87)

OW-180-87 That the Treasurer of Ontario, The Honourable Robert F. Nixon, and the Minister of Transportation and Communications, The Honourable E. Fulton, be advised that the City of Mississauga supports the position of the Ontario Good Roads Association that the Province provide increased funding for roads (as detailed in OGRA's Brief dated March 1987 submitted to the Treasurer of Ontario).

H.05.04.07
(OW-180-87)